



First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

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EDITORIAL COMMENT



OL. ASHLEY asked the Air Minister the other day why it was considered essential for the public service that officials of his Department should be employed as a Press information section. Capt. Guest explained that one official of the Department was responsible for the issue of information to the Press, and detailed his work and duties. In his answer he said that recent examples of the kind of information issued were the notices in connection with the Government offer of airships and airship stores to any commercial syndicate, and that stating the conditions under which subsidies will be paid to approved cross-Channel aeroplane transport companies. A great deal of work, he said, is also done by this official in connection with the Air Conference, which was held at the Guildhall last October. His other duties include the editing and frequent issue of notices to airmen with regard to such subjects, among others, as the opening and closing of aerodromes, both at home and abroad; alterations in the lighting of obstructions on these aerodromes; the lighting of aerial routes for night flying, and information as to the state of emergency landing grounds at all seasons. He is also charged with the issue of information relating to wireless telegraphy installations, and with the communication to ground engineers on civil aerodromes of any amendments to existing instructions. The inclusive salary of this official, said Capt. Guest, is £900 a year, and clerical assistance costs about £850 per annum, but only a proportion of this amount can be regarded as expenditure on Press information, and the advantage of having a single channel of communication for Press enquirers is considered amply to justify this expenditure.

Even without the Air Minister's explanations, we, who have had considerable experience of the working of this section of the Ministry, are in the fullest accord with the policy pursued, and consider the work is being most efficiently and well done at an astonishingly low cost. In the case of aviation, particularly civil aviation, very much depends upon proper publicity, and it is only the Air Ministry which is able to issue

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:

- July 16 ... Inter-Varsity Air Race, Hendon
- July 16 ... Aerial Derby
- July 29-31 Jacques Schneider Cup, Venice
- Aug. 1-2 Cowes Seaplane Races
- Aug. 27 ... Entries Close for Coupe Deutsch
- Sept. 4-11 Brescia Races
- Sept. 10 ... Pulitzer Trophy, Detroit, U.S.A.
- Sept. 18 ... Gordon Bennett Balloon Race
- Sept. 25-
Oct. 2 Aero Exhibition, Prague
- Oct. 1 ... Coupe Deutsch de la Meurthe
- Nov. 12-27 Paris Aero Salon

the right kind of news up to a point. Very sensibly, knowing that constant questions on matters of interest must arise, the answers to which are a sealed book to the general Press, the Air Council has decided upon the system which is now being worked. The section has now been working long enough to have disclosed itself as one of the most valuable of all sections of the Air Ministry. We trust Col. Ashley was satisfied with Capt. Guest's reply. If he was not, we suggest to the Ministry that he should be put on the list of those privileged to receive the official *communiqués* issued by the official in question. He would then be better able to appreciate the excellent work that is being done.

♦ ♦ ♦

Air Questions at the Imperial Conference

At the conference of Dominion Prime Ministers with the Home authorities recently, at which the subject discussed was that of Imperial communications, Mr. Hughes in particular enunciated some very patent home truths. He pointed out that the first necessity for solidarity of the Empire is improved communications, and then entered upon a trenchant criticism of existing methods of transport and inter-communication. We have not, he said, in recent years increased the efficiency of our communications with Australia. In fact, it takes as long now to reach the Dominion as it did 25 years ago. That, he said, will not do. We depend upon each other. Does not common prudence, as well as wisdom, dictate the policy that we should get as close to one another as possible

Turning to aviation as a possible help to this closer union, he pointed out that when the Conferences were at an end it would take Mr. Massey and himself no less than six weeks to get home again, while by air travel, supposing the facilities to exist, the time could be reduced to ten days. In this connection he particularly mentioned airships, and Sir F. Sykes agreed that the estimate of ten days for the journey to Australia was nearly enough correct.

Later on, Mr. Churchill gave some very interesting information regarding what is being done in Palestine and Mesopotamia in the way of surveying aerial routes, but nowhere does it emerge that any member of the Conference had any concrete scheme to bring forward, showing how all the desirable quickening up of communications can actually be achieved. Every speaker who touched upon the question of better communications agreed as to their desirability, and were unanimous that the matter was simply one of finance. As to aviation, they were agreed in the light of the expert opinions before them that at the present moment and until the necessary services are established and had had a chance to get well going, they cannot work on an economic basis. In other words, if this country and the Dominions want these faster communications by air, it resolves itself into a question of some sort of subvention in order to carry the services over the bad time after the initial start. That is the beginning and end of the matter, as we see it.

Now, the Imperial Conference has before it a well thought out scheme, prepared by the Agent-General for Tasmania, for utilising the airships for the task which is so exercising the minds of the Dominion Premiers. The scheme requires money for its working, and the Dominion Governments are asked, under its terms, to find a certain amount of the sums required. Not a word was spoken at the Conference with reference to the scheme or its finance. Possibly the time was not then for its discussion, though we should have

liked to have seen some reference to it. Apart from this particular scheme, we cannot help thinking that on the larger general issues more ground would have been turned if the discussion had taken a less discursive tone. There was a great deal said about the urgent need of better Empire communications. We are all agreed that these are desirable—absolutely essential—and with all respect we would say that it did not need a meeting of all the Premiers of the Empire to enforce the point. What matters most is: how are those better communications to be achieved? It seems to be the general view that we want more and better steamship services, more extended cable and wireless facilities, and the institution of Empire air services. It is further agreed that it will not, for the present at any rate, pay commercial enterprise to extend in either direction. Therefore, all these things being necessary from the Imperial point of view, it seems to follow that if they cannot in the meanwhile be carried on economically it is a matter for the Empire as a whole to take up with a view to seeing how badly we really want these services and what they are worth Imperially until they can be made to pay their way. In a word, if the Empire wants more and better means of communication, then the Empire must be prepared to pay for them. It is from that point of view that it appears necessary to approach the subject.

♦ ♦ ♦

Reprieve for the Airships?

Under this heading *The Times*, which has rendered splendid service to aviation during the period since the War, has urged the futility and waste of scrapping the airships and their material, in a series of articles and letters. No new arguments have been adduced, but the effect has been to concentrate considerable attention upon the fate of these craft, and to create a strong feeling among the public that the policy of the Government is entirely wrong. Whether the campaign will succeed in reversing that policy remains to be seen.

The appointed time is drawing very near now, and nothing fresh has transpired to indicate that any new decisions have been taken or even considered, but we still cannot bring ourselves to believe that forty millions of money and all the accumulated experience of the past seven years are to be wasted—thrown on the manure heap. The Cabinet, or its advisers who have recommended scrapping the ships, do not seem to believe in them at all, and hence are willing to hand them over to be broken up and the materials sold as mere waste. We could understand this up to a point if others held the same apparent opinions, but we seem to be alone among the nations in our disbelief in the possibilities of the rigid airship. As we pointed out on a previous occasion when dealing with this subject, France, the United States, Italy, and Germany are all going ahead with the development of the lighter-than-air type. America and Germany in particular are devoting particular attention to the subject. We, who know more about it than anybody, save possibly Germany, and who alone are in possession of efficient airships, seem determined to let slip the opportunity which lies to our hands to be the first to develop the airship commercially.

Whether the ships are to be really reprieved or not in the end, we trust the Cabinet will at least respite them for long enough to allow the scheme of the Agent-General for Tasmania, referred to in a previous article, to be thoroughly debated and given a chance of becoming something more than a paper plan.

The Parliamentary Air Committee is moving in the matter, and is, it is understood, to ask the Government to allocate another quarter of a million to the airships. But it is not so much an actual sum of money that is wanted as a concrete scheme for the utilisation of the ships commercially. The scheme, as we have pointed out, exists, and it is to be hoped that it will before long become translated into accomplished fact.

The Aerial Derby All the prospects for the Aerial Derby next Saturday are excellent. Twenty machines have been entered, and unless the weather should change for the utterly impossible—and there is no present prospect of that—the race will be flown at record speed.

As a sporting event the race is an exceedingly attractive event. As a means of encouraging development of the fastest and most efficient types of machines it is even better. The War brought more progress in the design of engines and machines than could have been achieved by ordinary means in five times the period, but we cannot have—nor do we want—the impetus of war all the time to carry design forward.

The best substitute is racing, and every such event as

the Aerial Derby is to be welcomed and encouraged from that standpoint alone.

It is, however, even more valuable from the educative point of view in relation to its effect on the general public. There is nothing like this race. It is viewed by literally millions, who have come to look forward to it in a degree comparable to the anticipation with which other great national sporting events are regarded. That means, in the first place, that the public is interested in aviation. It means that the mass of the people are receptive of the lesson that in the aeroplane we have a fast, reliable and safe method of travel, and from the demonstration of these qualities which the Aerial Derby affords to that confidence which must be felt before the public will trust itself to the new transport is not so long a step as might perhaps be imagined. Year by year, when this race comes round we find ourselves regretting that it stands alone—that there is not a similar annual event held from every great centre of industry and population in the Kingdom. Its value to aviation is beyond calculation. This year the Aerial Derby will share the honours of the day with the team race between Oxford and Cambridge, another very sporting event which we hope is to become an annual fixture. All eyes will be turned to the skies on Saturday.

THE ACCIDENT TO HAWKER

It is with the sincerest regret that we learn, at the moment of *FLIGHT* being on the Press, of the terrible calamity which has overtaken poor Harry Hawker. The fatality is one of the severest blows that aviation has ever received, so much more so as Hawker was known and admired throughout the world. His loss will be keenly felt by all who take an interest in flying, and we extend to Mrs. Hawker and her two little girls our sincerest sympathy in their irreparable loss. With this brief expression of our regret we are compelled to leave further reference until our next issue.

THE LONDON-CONTINENTAL SERVICES

FLIGHTS BETWEEN JULY 3 AND JULY 9, INCLUSIVE

Route†	No. of flights*	No. of passengers	No. of flights carrying		No. of journeys completed†	Average flying time	Fastest time made by	Type and No. (in brackets) of Machines Flying
			Mails	Goods				
Croydon-Paris ...	36	350	9	24	35	2 35	D.H.18 G-EAWO (2h. 11m.)	B. (7), D.H.18 (2), G. (4), H.P. (2), Sp. (1), V. (1).
Paris-Croydon ...	40	128	20	28	35	3 0	D.H.18 G-EAWO (2h. 12m.)	B. (7), Bt. (1), D.H.18 (2), G. (4), H.P. (3), Sp. (2).
Croydon-Brussels ...	8	16	5	4	8	2 56	D.H.9 O-BATA (2h. 6m.) ..	D.H.4 (3), D.H.9 (1), G. (1).
Brussels-Croydon ...	9	19	6	5	8	2 55	D.H.4 O-BATO (2h. 15m.) ..	D.H.4 (3), D.H.9 (1), G. (1), Sp. (1).
Croydon-Amsterdam ...	7	9	6	7	7	3 45	D.H.9 G-EAOZ (3h. 26m.) ..	D.H.9 (1), F. (3).
Amsterdam-Croydon ...	6	3	6	6	6	3 34	Fokker H-NABJ (3h. 18m.)	D.H.9 (1), F. (3).
Totals for week ...	106	525	52	74	99			

* Not including "private" flights.

† Including certain journeys when stops were made *en route*.

‡ Including certain diverted journeys.

Av. = Avro. B. = Breguet. Br. = Bristol. Bt. = B.A.T. D.H.4 = De Havilland 4, D.H.9 (etc.).
 F. = Fokker. Fa. = Farman F.50. G. = Goliath Farman. H.P. = Handley Page. M. = Martinsyde. N. = Nieuport.
 P. = Potez. Sa. = Salmson. Se. = S.E.5. Sp. = Spad. V. = Vickers Vimy. W. = Westland.

The following is a list of firms running services between London and Paris, Brussels, etc., etc.:—Co. des Grandes Expresses Aériennes; Handley Page Transport, Ltd.; Instone Air Line; Koninklijke Luchtvaart Maatschappij; Messageries Aériennes; Syndicat National pour l'Étude des Transports Aériens; Co. Transaérienne.

French 1921-1922 Anticipations

In the near future London to Constantinople air-way via Paris, Lausanne, Milan, Rome, and Salonika is to be exploited through a French controlled company with Farman Goliaths as the carrying machines.

There is also the new French High Council which is to act as an executive body in regard to air matters, and M. Eynac recently interviewed as to future developments promises

some very fascinating routes which it is contemplated opening out in 1922 if not earlier, with regular air services, such as the extension of the Bordeaux-Toulouse-Montpellier to Marseilles and Genoa; Antibes-Ajaccio-Bizerte-Tunis; Tunis-Algiers-Casablanca; Tunis-Biskra and Marseilles-Algiers. "L.72," re-named Dixmude, will be employed on the latter route.

We shall possibly still be carrying on part of the Paris-London service.

THE AERIAL DERBY, 1921

A Fine List of Entrants

THE Aerial Derby, which will be flown on Saturday next, July 16, promises to be one of exceptional interest. Not only is the list of entries larger than ever before, but the machines are, to a considerable extent, of new type, so that the unknown and uncertain factors are more in evidence than in previous years. The race, as was the case last year, is to be flown over a circular course around London, and amounts to approximately 200 miles in two circuits of 100 miles each. As in previous Derbys, there will be a handicap race and the actual Derby scratch race, flown as one. That is to say, the competitors will be started off at intervals corresponding to their handicap time, the slowest machine being started off first and the fastest machine last. (See "handicap allowances and starting times as appearing in the official table of entrants on p. 470.") In this way the machine which first crosses the finishing line will be the winner of the handicap, while the speed race will be won by the machine which covers the 200 miles in the shortest time. The finish, therefore, if the handicapping is as good as last year, should be very close and provide some excitement. The prizes offered by the Royal Aero Club are as follows: Fastest time (winner of the Aerial Derby), £400 and a trophy. Handicap, first prize, trophy and £200; second prize, £100; third prize, £50.

The Course

THE course over which the Derby will be flown is shown in the sketch map, page 469. The starting-point is at Hendon, and from there machines will fly towards Brooklands, the first turning-point, which is approximately 20 miles away. Turning over the white cross which will be marked on the aerodrome at Brooklands, the machines will proceed to Epsom, the second turning-point, where the Grand Stand makes a conspicuous landmark. After rounding Epsom a course will be shaped for West Thurrock, the machines crossing the Thames at Dartford. The turning-point at West Thurrock will be the Woudham Cement Works, whose chimneys are a conspicuous feature of the landscape, and whose roof will bear a large white cross. From West Thurrock the machines will turn north-west towards Epping, whose church tower will be the turning-point (only a slight turn). The last turning-point is Hertford, where a white cross will be marked in a meadow, and the machines will then turn towards Hendon. Passing across the aerodrome, the second lap will be commenced by the machines again heading for Brooklands. With regard to the actual times which will be made, it is impossible to give even an approximately correct estimate. The amount of tuning up which each engine has had, and the direction and strength of the wind, will have a marked effect on the times. The fastest lap was made last year by Courtney on the Martinsyde "Semiquaver" in 38 minutes 47½ seconds, corresponding to a speed of 154.7 m.p.h. over the course. The actual air speed of the machine must have been very considerably greater. This year there is every probability that much greater speeds will be reached. It is even possible that some of the machines entered will not fall far short of the 200-m.p.h. mark. It is, at any rate, fairly certain that 190 m.p.h. air speed will be attained by more than one competitor. We shall be surprised, given good weather for the race, if 180 m.p.h. is not reached over the course.

The Machines

BROADLY, the 20 machines entered for the Aerial Derby and for the Handicap (see our double centre-page) may be divided into four classes: over 400 h.p., under 400 h.p. but over 300 h.p., medium-powered machines, and low-powered machines. In the "Super" class there are three entries: the Avro racer with 450-h.p. Napier "Lion" engine, the Mars I, also with "Lion" engine, and the Bristol "Bullet," with 400-h.p. Bristol "Jupiter" engine. These three represent the highest-powered machines entered. It should be pointed out, however, that it does not necessarily follow that these three machines will be the fastest, although it is probable that they will be. Unfortunately, extra power also means extra weight and, what is, perhaps, of even greater importance in a racing machine, extra fuselage cross-sectional area. Thus an extremely refined machine, like, for instance, the French Nieuport which Sadi Lecoigne was to have flown in the race, might actually be faster than one fitted with a more powerful engine of greater weight and size. It is, to a great extent, a matter of refinement.

Regarding the two "Lion"-hearted machines, the Avro is

quite a small machine, with a span of 25 ft. 6 ins. only. In a general way it is similar to the racer flown by Westgarth-Heslam in last year's Derby, excepting, of course, the difference in size and shape of nose necessitated by the fitting of a Napier "Lion" engine. It is expected to be one of the fastest machines entered, and it will be interesting to compare its performance with that of the other machine fitted with a "Lion," the Mars I designed by Mr. Folland, and built by the Gloucestershire Aircraft Co. The latter machine is even smaller than the Avro racer, its wings having a span of 23 ft. only. The wing area is 205 sq. ft., so that, as the total loaded weight of the Mars I is 2,475 lbs., the wing loading is 12 lbs./sq. ft. It might be expected that the landing speed would be extremely high, but as the wing section is not a racing section, having room for spars of adequate dimensions, it is expected that it will be possible to land the machine at a reasonable speed. The power loading, based on the figure of 450 h.p., is about 5½ lbs./h.p., so that there is no doubt the performance will be worth watching. We have no figures relating to the actual speed, but we firmly expect it to be in the neighbourhood of 190 m.p.h. An unusual feature of this machine is the arrangement of the main petrol tank. This is placed on top of the fuselage in front of the pilot, and gives gravity feed to the engine, so that there should be little likelihood of any trouble in the petrol system. One is glad to see that this machine is to be flown by Mr. J. H. James, who showed, by his magnificent flight from London to Etampes on the "Goshawk" last year, that he is a pilot of more than ordinary ability.

The third machine in the "Super" class is the Bristol "Bullet," fitted with a 400-h.p. Bristol "Jupiter" engine. This machine is similar to that entered last year, but the wings have been greatly reduced in area, and the rest of the machine considerably "cleaned-up." This applies particularly to the engine cowling, which now includes a large "spinner," and has scoops behind the cylinders in place of the fairings of the older model. Flown by Mr. Uwins, the Bristol test pilot, the "Bullet" should put a very good performance.

The second class—with engines between 300 and 400 h.p.—is the largest, numbering no less than eight machines. Two of these are entered by France, but owing to the unfortunate accident the other day, one of them will not be a starter. This is the pretty little machine entered by the French Nieuport firm, and which was to have been flown by Sadi Lecoigne. During a test flight Lecoigne had the misfortune on landing that a tyre burst, and it is said the wheel collapsed, throwing the machine on its nose. Lecoigne received several bruises on face and body, and the machine was badly damaged. It is even stated that Lecoigne broke a leg, but although this is not confirmed, he will not be able to take part in the race. This will be very much regretted by all, as Sadi is one of the most sympathetic of French pilots and is, in addition to being an excellent pilot of high-speed machines, a thoroughly good sportsman. One has not forgotten the sporting spirit in which, last year, at the time of the Gordon-Bennett race at Etampes, he offered Raynham every assistance in the way of supplies of petrol, loan of skilled engineers and so forth. It is to be hoped that Sadi's injuries are less serious than reported, and that he will soon be on the wing again. In our series of sketches of entries we have not been able to include the second of the French machines, the de Monge V.A., which is to be flown by Bernard de Romanet. We have been unable to obtain any particulars of this machine, beyond the fact that it is fitted with a 300 h.p. Hispano engine. As de Romanet has previously been the "star" speed pilot of Spad-Herbemont machines and is not likely to have agreed to fly a machine that is not worthy of his capabilities as a pilot of racing machines, it may be taken, however, that the machine will make a good showing.

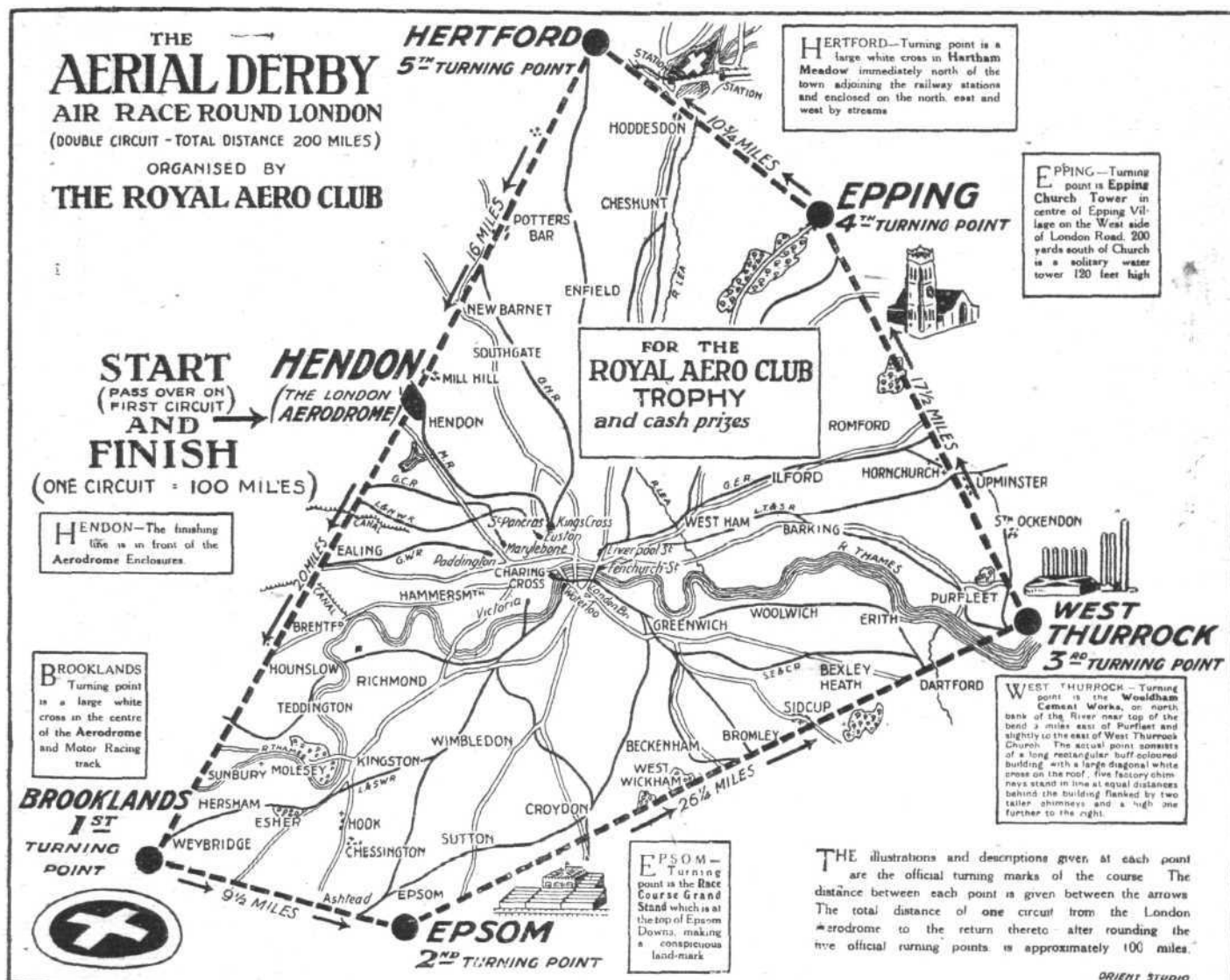
Three more machines in this class are fitted with Hispano engines. These are a Martinsyde F.4, a Martinsyde F.4A and the "Alula" monoplane. The first of these machines is to be piloted by Mr. E. L. Foot, and the second, the F.4A, by Major S. H. Long, D.S.O. As the machines are already well known to readers of FLIGHT, there is no need to go into a detailed description of them here. They were, of course, designed by Mr. Handasyde, and are among the prettiest aeroplanes the world has ever seen.

Considerable interest attaches to the "Alula" monoplane, which is to be flown by Mr. F. T. Courtney. The wings of

this machine were designed by Mr. Holle, of the Commercial Aeroplane Wing Syndicate. Hitherto the wings of the "Alula" type have been characterised by a very high L/D ratio at angles of high lift, rendering them suitable for fairly slow, highly loaded machines. We understand, however, that although the wing of the present monoplane resembles in general appearance the earlier "Alula" wings, it is quite different aerodynamically, having a high L/D at small angles and low lift. The earlier wings did not possess a particularly wide speed range, but in this respect the present wing is said to be more like the orthodox aeroplane wing. The construction is most unusual, inasmuch as there are, we understand, no wing spars in the ordinary sense of the word, the wing being built more after the manner of a boat, with a wood skin over a light framework of ribs and stringers. Whether this form of construction will give sufficient rigidity yet

ever, that is a matter for Courtney and his shins to decide between them. One hopes that he will have no occasion to make an exit similar to that of last year.

It is good to find in the entries list Major, now Squadron Leader, C. Draper, D.S.O., who will fly a B.A.T. Bantam, 200 h.p. A.B.C. "Wasp" engine. The little Bantam, designed by Fritz Koolhoven, is an exceptionally fine little machine, and although its speed is not up to that of some of the more powerful machines entered, it should nevertheless put up a good performance. The remaining two machines in the 300 to 400 class are British Nieuports, designed by Mr. Folland. One of these is a "Nieuhawk," similar to the "Nighthawk" but with smaller wings, and the "Goshawk" racer which James flew to Etampes last year. Both these machines have A.B.C. "Dragonfly" engines, and are known to have a very fine turn of speed.



THE AERIAL DERBY, JULY 16: The Course

remains to be seen. That some such form of construction will come into use for cantilever wings is more than probable, but whether it is wise to incorporate it in a machine which already has an unusual wing shape is perhaps open to doubt. Personally we should have preferred to see the "Alula" wing constructed on more orthodox lines, with a couple of substantial spars and, if necessary, one or two lift wires to stop any tendency there may be to twist. Incidentally it is of interest to note that the racer will be fitted with *ailersons* of the usual type, in spite of the fact that the inventors of the wing have previously claimed that these were not effective on the "Alula." We do not quite see why they should not be so, and, at any rate, we feel considerably happier in the knowledge that Mr. Courtney will have the usual lateral control. The fuselage of the monoplane is that of the old Martinsyde "Semiquaver," cut down, we believe in depth somewhat, although where Courtney proposes to keep his legs one does not profess to know. There was not, apparently, any too much room for them in the original form (of the fuselage, not the legs), and with about 6 in. chopped off (again the fuselage and not the legs) there will be less room still. How-

Of machines with engines of medium power there are five. Two of these are S.E.5A's, with 220 h.p. Wolseley Hispano engines. They will be piloted by Flight-Lieut. W. H. Longton and F. J. Ortweiller, respectively. Mr. Ortweiller is also coach of the University crews. Captain H. S. Broad, of the Welsh Aviation Co., is flying a Sopwith Camel, 130 h.p. Clerget engine, and Mr. Tait-Cox, who is coming back into practical aviation for the occasion, is piloting one of the Avro biplanes, fitted with a Wolseley-Hispano engine of 180 h.p. This will not be quite so fast as some of the machines which Cox has piloted in his time, but he should have a chance in the handicap. A very sporting effort is the entry by Mr. A. S. Butler of his Bristol Tourer, 240 h.p. Siddeley-Puma engine, on which recently he flew to the Riviera and back. One is glad to see that this owner-pilot is willing to support the sporting side of aviation by entering and flying his own machine in the race. One wishes him the best of luck in the handicap.

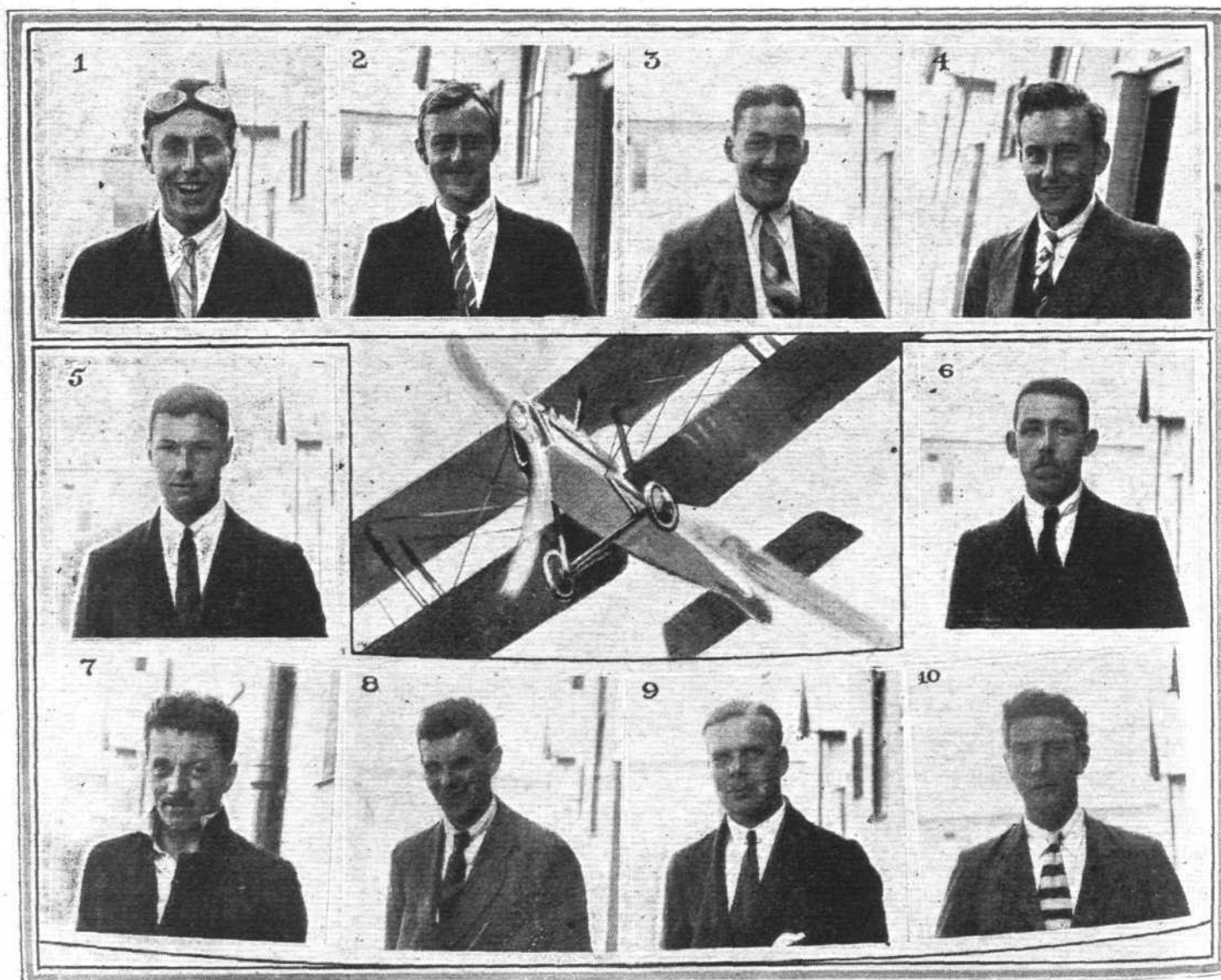
Of low-power machines, i.e., machines with engines of under 100 h.p., four are entered. Two of these are Avro Babies, similar to those which have done so well in previous

Derbys. One of these, the single-seater, will be flown by Hinkler, whose magnificent performances on this machine, with its little 35 h.p. Green engine, have caused world-wide admiration, and the other, a little two-seater Baby of slightly larger dimensions, but with the same type of engine, will be flown by Capt. T. Tully. Mr. D. L. Forestier-Walker has entered, and will pilot a Sopwith Pup, and we frankly

confess to looking forward to seeing once more this one-time darling machine of the pilots. With its 80 h.p. le Rhone engine, the Pup had a very good performance, and, well handled, is capable of some very pretty flying. Among the slowest machines of all those entered will be the old B.E.2E, 90 h.p. R.A.F. 1A engine, piloted by Capt. A. H. Curtis.

THE AERIAL DERBY, 1921.—Competitors arranged according to order of starting

Pilot.	Machine and Engine.	Handicap.	Starting.
		h. m. s.	h. m. s.
Capt. T. Tully	Avro Baby, 35 h.p. Green	1 15 42	3 32 36
B. Hinkler	Avro Baby, 35 h.p. Green	1 7 24	3 40 54
Capt. Alan Harper Curtis	B.E.2E, 90 h.p. R.A.F.	0 57 6	3 51 12
Dring Lester Forestier-Walker	Sopwith Pup, 80 h.p. Le Rhone	0 37 6	4 11 12
Alan Samuel Butler	Bristol Tourer, 240 h.p. Siddeley-Puma	0 37 6	4 11 12
L. R. Tait-Cox	Avro-Viper, 180 h.p. Wolseley Viper	0 33 30	4 14 48
Capt. Hubert Stanford Broad	Sopwith Camel, 130 h.p. Clerget	0 30 3	4 18 15
Flight-Lt. W. H. Longton, D.F.C., A.F.C., R.A.F.	S.E.5A, 220 h.p. Wolseley Viper	0 28 6	4 20 12
Frederick John Ortweiler	S.E.5A, 220 h.p. Wolseley Viper	0 28 6	4 20 12
Flight-Lt. J. Noakes, A.F.C., R.A.F.	Nieuhawk, 300 h.p. A.B.C. Dragonfly	0 17 54	4 30 24
Major C. Draper, D.S.O.	B.A.T. Bantam, 180 h.p. A.B.C. Wasp	0 15 12	4 33 6
Major S. H. Long, D.S.O., M.C.	Martinsyde F.4A, 300 h.p. Hispano-Suiza	0 15 12	4 33 6
Major E. L. Foot, M.C.	Martinsyde F.4, 300 h.p. Hispano-Suiza	0 12 18	4 36 0
H. G. Hawker	Goshawk, 300 h.p. A.B.C. Dragonfly	0 7 42	4 40 36
Cyril Frank Uwins	Bristol Bullet, 400 h.p. "Bristol" Jupiter	0 7 42	4 40 36
Francis Thomas Courtney	Alula Monoplane, 300 h.p. Hispano-Suiza	0 5 48	4 42 30
John Herbert James	Mars I, 450 h.p. Napier Lion	0 4 42	4 43 36
Bernard de Romanet	de Monge 5A, 300 h.p. Hispano-Suiza	0 4 42	4 43 36
Major D. G. Westgarth Heslam	Avro-Lion, 450 h.p. Napier Lion	0 4 42	4 43 36
Sadi Lecointe	Nieuport-Delage, 300 h.p. Hispano-Suiza	Scr.	4 48 18



FIRST OXFORD AND CAMBRIDGE AIR RACE, JULY 16 : The Cambridge Team (5 to 10) and a quartette of the Oxford Pilots (1 to 4). In the centre is a silhouette as seen from below of an S.E.5, the machine which each of the pilots is flying. Oxford : 1. A. V. Hurley (Keble). 2. N. Pring (New). 3. J. A. I. Hardman (Hertford). 4. A. K. Boeree (Oriol). Cambridge : 5. C. O. B. Beale (Trinity). 6. R. K. Muir (St. Catharine's). 7. S. H. Starey (Trinity). 8. I. A. J. Duff (Trinity). 9. H. A. Francis (Caius). 10. W. S. Philcos (Caius).

THE OXFORD v. CAMBRIDGE RACE

Starting just before the dispatch of the first of the machines in the Derby, a race will be flown at Hendon on July 16, between three machines from each of the Universities. All the six machines will be S.E. 5A's, with Wolseley-Hispano engines. The race will be a team race over a circuit of 40 miles, making 120 miles in all. The machines will be started together at about 2.30 p.m., and each competitor will score the number of marks represented by his order of finishing. The winning team will be that scoring the least number of marks. The turning point of each circuit will be announced later, and competitors will return to the turning point on the aerodrome in each circuit.

The pilots of the University machines are all men with more than 1,000 flying hours to their credit, and as the first inter-University air race should be welcomed as a first step to remove that objection which still appears to linger among those in authority at our universities against practical participation in flying. Cambridge has already long ago established an Aeronautical Society which is a great success, and although Oxford is still lagging behind in this respect, it is hoped that before long it will follow suit.

In the race the machines will be distinguished by the colours of the Universities on the rudders of the machines. As in the case of the boat race, Oxford will be dark blue, Cambridge light blue.

The two teams are composed of six pilots each, three of

whom will fly in the race, the others being in reserve. The Oxford team consists of the following pilots:—A. K. Boeret (Oriol), A. V. Hurley (Keble), N. Pring (New), S. M. Brown (B.N.C.), J. A. I. Hardman (Hertford), and A. S. Hett (Oriol). The Cambridge team is composed as follows:—H. A. Francis (Caius), C. O. B. Beale (Trinity), I. A. J. Duff (Trinity), R. K. Muir (St. Catharine's), W. S. Philcos (Caius), S. H. Starey (Trinity). The Secretaries of the teams are:—Oxford, Hayden Tebb; Cambridge, O. E. Simmonds.

It should be pointed out that the eight machines (six to take part and two in reserve) have been provided by the Royal Aero Club, who announces the following contributions to the Racing Fund:—Lord Cowdray, £200; Lord Dewar, £100; Anglo-American Oil (Pratt Motor Spirit), £100. The machines, we understand, have been obtained from the Disposal Company, as have also some Avros on which the pilots received their preliminary training.

CAMBRIDGE UNIVERSITY AERONAUTICAL SOCIETY.

THE Oxford and Cambridge Air Race will take place at 2.30 p.m. on Saturday, July 16, at the London Aerodrome, Hendon. There will be an enclosure reserved for the members of the two Universities, and tickets for this, price 5s., may be obtained at the Aerodrome entrance.

O. E. SIMMONDS, Hon. Sec.

[See our double centre-page (472, 473) for portraits of competitors and comparative silhouettes of the Derby machines. The numbering indicates the order of starting, according to handicap allowance, but does not necessarily represent the actual numbers that will be painted on the machines. For instance, it has been the practice in previous years to omit number 9, since, when painted on the wings of a machine passing overhead, it might be read as a figure 6. Also, some pilots object to number 13, and in deference to their sentiments this number is sometimes omitted. Our numbers should therefore be considered as being representative of order of starting only, while also serving to identify the various pilots with their respective machines. The actual numbers painted on the machines will be given in the official R.Ae.C. Programme, which will be obtainable on the aerodrome on the day of the race.—ED.]



A Flying Boat's Work in Australia

PILOTTED by Capt. Lang, of the Australian Air Force, a fine four months' cruise on the S.E. coast of Australia has, according to a *Morning Post* correspondent, just been concluded. The "Seagull," the flying boat in question, is privately owned, although she has apparently been doing valuable national survey work, as during her trip all bays and inlets have been photographed and the flying conditions up to 2,000 ft. between Sydney and Tasmania have been tested, with especial attention to the islands in the Bass Strait. The "Seagull" carried on most of the cruise three men, an anchor, and an amount of small equipment, and was accompanied by the motor schooner *Acicelle*, which was fitted out with a dark room. During the cruise an officer from military headquarters joined Capt. Lang with secret instructions, which were successfully carried out.

The "Seagull" remained the whole time absolutely unsheltered, took off from all sorts of seas, and outrode several gales (one lasting six days) on her own anchor. Almost constant high winds were found at 2,000 ft., although at the same time it was often dead calm at sea level. The pilot is specially pleased with the boat's behaviour in the stormy wintry weather experienced in the Bass Strait. There was no accident throughout the voyage. The "Seagull" is fitted with a 160 h.p. Curtis engine, measures 29 ft. over all, with a 51 ft. wing-span, weighs two tons, and flew fully laden on a four hours' non-stop flight against a stiff wind at the rate of 55 miles an hour, consuming on that occasion a total of 32 gallons of petrol.

Aviation in West Indies

ONCE or twice we have referred to the aviation developments, which give promise of materialising in the West Indies, and progress appears to be well in hand. According to a *Times* correspondent, the Bahamas House of Assembly has not only favourably considered a petition from the Bermuda and West Atlantic Aviation Company, asking for a grant of certain subsidies and concessions for the establishment of an air service between Nassau and Miami (Florida) and Nassau and the Out Islands of the group, but is also considering a Bill to enable the Governor-in-Council to enter into a contract with the company for the projected service. The company, while identified with the Bermuda concern, will shortly be known as the Bahamas and West Atlantic Aviation Company. Later on both will be registered in London as the West Atlantic Aviation Company, the operations of which will extend from Bermuda to Trinidad. The proposals placed before the Bahamas Legislature include: A subsidy of £5,000 per annum for five years for a daily air service to Miami during the winter and a bi-weekly service for the remainder of the year, the inter-insular service to be provided as required. The

local Press favours the proposal, and it is pointed out that the colony has everything to gain commercially from such a service, while from the Imperial point of view the colony's duty is to lend support and encouragement to civil aviation.

Italian Government Orders Machines

ACCORDING to the *Italian Press*, May 10, 1921, the Fiat Company is to supply to the Italian Government two A.R.F. machines, to be followed by two machines (probably the three-engined type) seating 12 passengers, and two machines seating four passengers. Moreover, the Fiat Company is to overhaul all the A.14 engines, fitting them with all recent improvements.

The Ansaldo Company is to supply two A. 300 C., and it is said that an order has been placed for a new squadron of 450 h.p. Caproni machines.

Two S. 13 bis, two S. 16 and two S. 16 bis have been ordered from the Savoia, and the firm is to undertake the repair of a quantity of naval aviation material.

Inspecting Queensland Sheep by Aeroplane

IN Queensland live-stock is sometimes purchased on what we should here regard as a gigantic scale. Occasionally access to the stock to be acquired is difficult, and a case in point is reported by the *North Queensland Register*, from the Winton district. A rich Victorian dealer took a long journey north to view 25,000 wether sheep that were feeding on the Moscow pastures, near Winton, but heavy rains had been falling, and beyond a certain point the roads were impassable and the rivers flooded. Keen on his purchase, the dealer hired an aeroplane from the Queensland and Northern Territory Aerial Services, Ltd., and viewed the whole flock from the air, occasionally landing on elevated ground to inspect the sheep in more detail. The adventure ended in the purchase of 25,000 sheep to the satisfaction of all parties concerned.

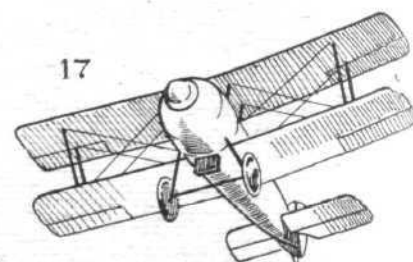
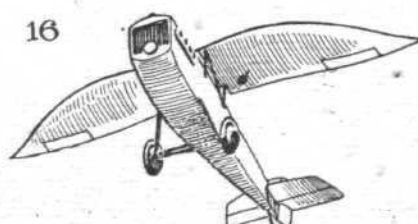
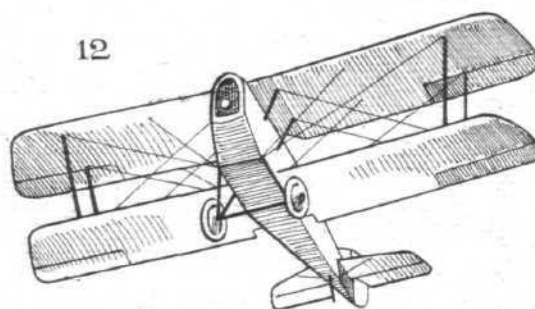
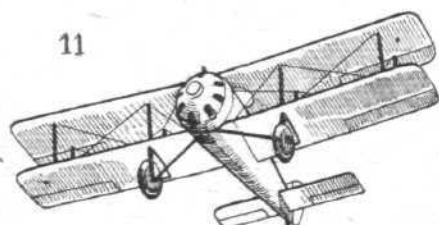
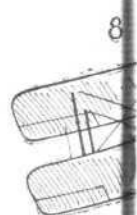
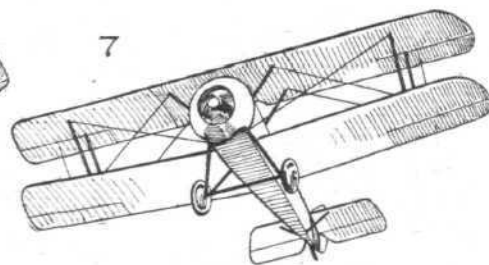
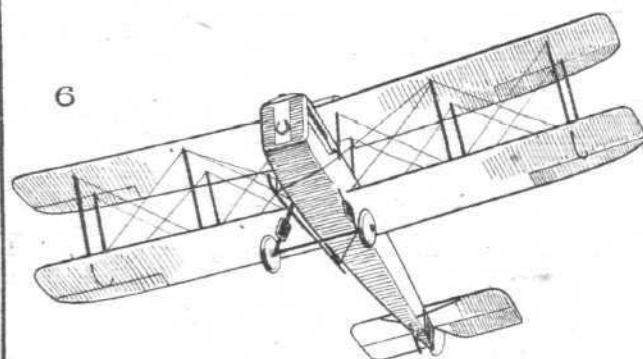
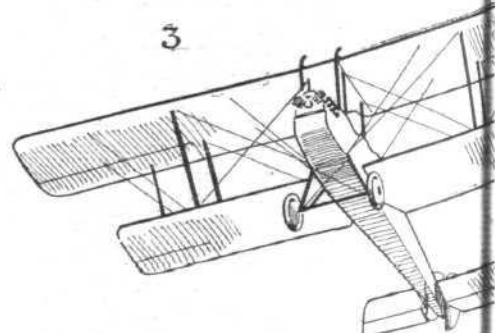
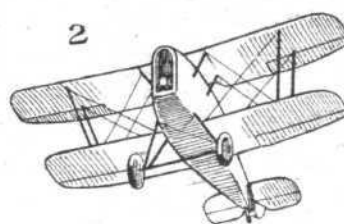
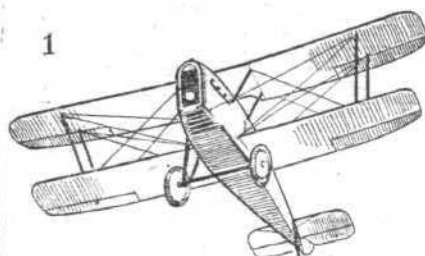
Stuttgart-Constance Air Mail Service

AT the present time this service, which has been organised by Paul Strahle, an ex-War pilot, is being run by 3 Halberstadt C.L. IV machines, one of which has been adapted for passenger carrying. The time-table has been fixed to permit of mails being delivered on the same day by the ordinary postal deliveries and also to ensure further despatch by train the same day.

During March 8,000 km. were covered, and only 3 flights did not take place, owing to bad weather. In April, when the weather was much worse, 7,700 km. were flown in the course of 63 flights, of which 50 were mail flights. The journey from Stuttgart to Constance takes 55 minutes by air as compared with 7 hours by water or rail.

AERIAL at a glance

No portrait
available



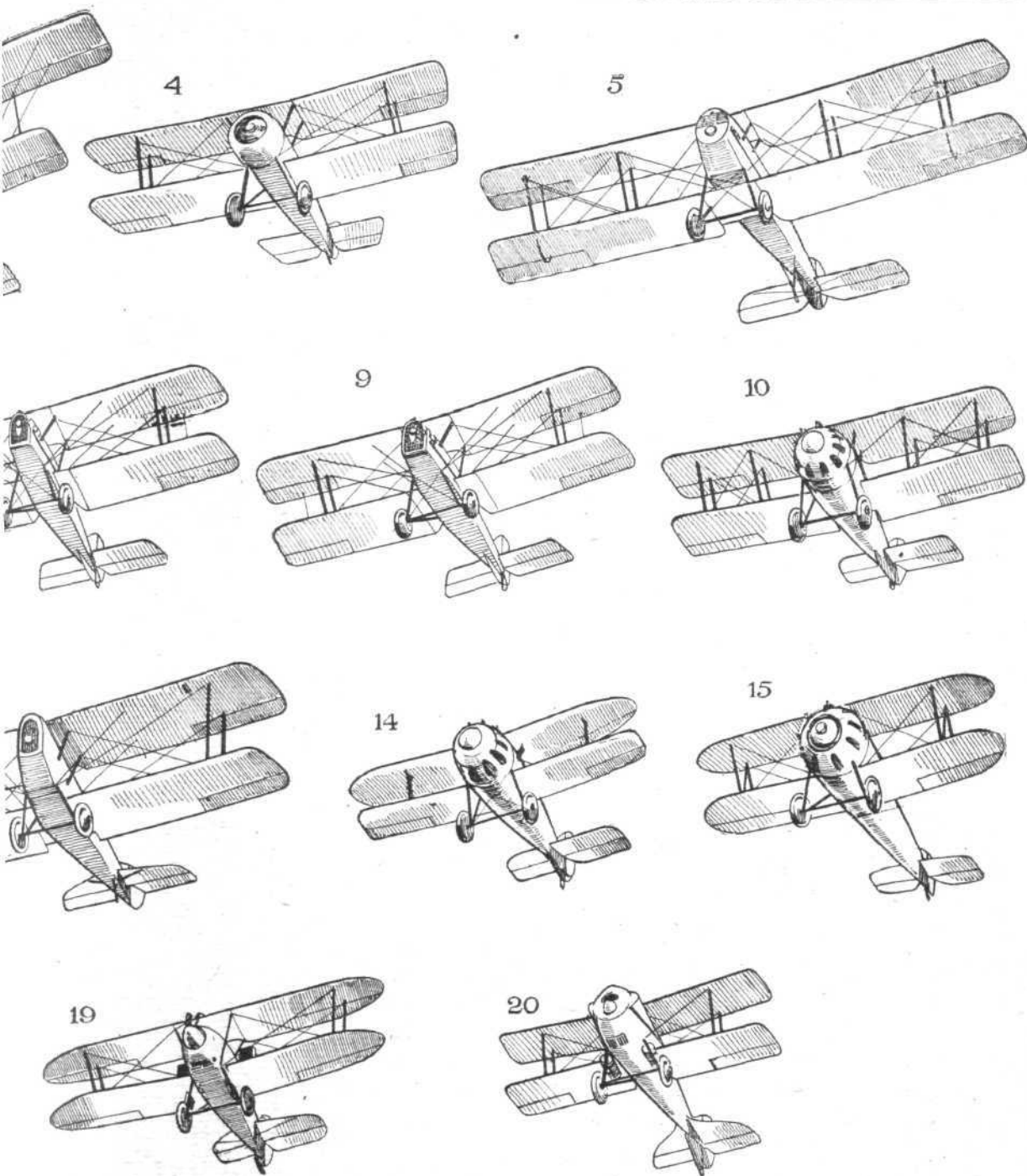
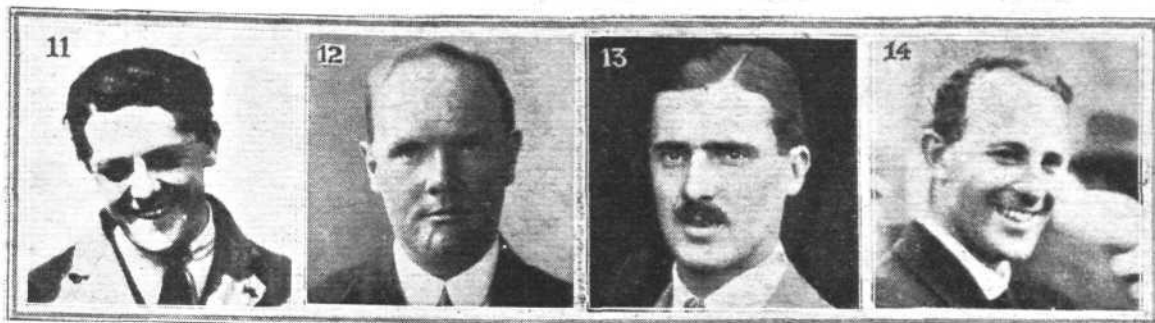
THE AERIAL DERBY AT A GLANCE: In the above sketches are shown the
approximately to scale, so that they give a good idea of the relative size of the
pilots, as enumerated below. The numbers indicate the order of starting.

1. Capt. T. TULLY,
Avro Baby, 35 Green.
2. BERT HINKLER,
Avro Baby, 35 Green.
3. Capt. A. H. CURTIS,
B.E.2E, 90 R.A.F. 1A.
4. D. L. FORESTIER-WALKER,
Sopwith Pup, 80 le Rhone.
5. A. S. BUTLER,
Bristol Tourer, 240 Siddeley-Puma.

6. L. R. TAIT-COX,
Avro Biplane, 180 Wolseley Viper.
7. Capt. H. S. BROAD,
Sopwith Camel, 130 Clerget.
8. Flight-Lieut. W. H. LONGTON,
S.E.5A, 220 Wolseley Viper.
9. F. J. ORTWEILER,
S.E.5A, 220 Wolseley Viper.
10. Flight-Lieut. J. NOAKES,
Nieuport "Nieuhawk," 300 A.B.C. "Dragonfly."

DERBY

lance



chines which have been entered for the race on July 16. The sketches are drawn is machines to each other. Surrounding the silhouettes are the portraits of the but are not necessarily those which will be painted on the machines.

11. Sq.-Ldr. C. DRAPER,
Bat Bantam, 200 A.B.C. Wasp.

12. Major S. H. LONG,
Martinsyde F.4A, 300 Hispano-Suiza.

13. E. L. FOOT,
Martinsyde, F.4A, 300 Hispano-Suiza.

14. H. G. HAWKER,
Nieuport "Goshawk," 300 A.B.C. "Dragonfly."

15. C. F. UWINS,
Bristol "Bullet," 400 Bristol "Jupiter."

16. F. T. COURTNEY,
"Alula" Monoplane, 300 Hispano-Suiza.

17. J. H. JAMES,
Mars I, 450 Napier "Lion."

18. BERNARD DE ROMANET,
de Monge,* V.A, 300 Hispano-Suiza.

19. Capt. D. G. WESTGARTH-HESLAM,
Avro Biplane, 450 Napier "Lion."

20. SADI LECOINTE,
French Nieuport, 300 Hispano-Suiza.

Personals

Death

Flight-Lieut. EUGENE COURTENAY PERRIN, O.B.E., R.A.F., elder son of John and Mary Perrin, of Hoylake, died on July 5, at Jullunur, India, of heat-stroke.

Married

Lieut.-Col. LOUIS JACQUES BALSAN, Chief of the French Air Service in England during the War, was on July 4 married at a London Registry Office, and afterwards at the Chapel Royal, Savoy, to CONSUELO, DUCHESS OF MARLBOROUGH.

WILLIAM FROST DAVENPORT, R.A.F., son of Mr. and Mrs. Davenport, Streatham Hill, S.W., was married on June 28, at St. Luke's, Cannock, to MARIE LOUISE, daughter of the late HENRI LOUIS BOLOMEY, and Mrs. H. Davenport, Fairmount, Cannock, Stafford.

Squadron-Leader THOMAS GERARD-HETHERINGTON, C.B.E., R.A.F., son of Mr. and Mrs. Hetherington, of Abberton Manor, Colchester, was married on July 12 at the Brompton Oratory to Miss CLEMENTINE DUNDAS BARTOLUCCI, daughter of the late Mr. Thomas Dundas Bartolucci, of Cantiano, Italy, and niece of Candida Marchioness of Tweeddale and Lady Cooper-Key.

Flying Officer LESLIE HAMILTON, D.F.C., R.A.F., was married on July 2 to BARBARA, only daughter of Mr. and Mrs. A. W. WEBBER, Maidenhead, Berks.

Major WM. JAMES STEWART LOCKYER, M.A., Ph.D. (late R.A.F.), son of the late Sir Norman Lockyer, K.C.B., F.R.S., was married on July 7 at St. Mathias' Church, to KATE

IRENE, widow of WILLIAM SHAW WRIGHT and daughter of Mr. and Mrs. Alfred Talbot, of Southend-on-Sea.

To be Married

The marriage arranged between Flight-Lieut. W. R. D. ACLAND, D.F.C., A.F.C., and MARY STRANGE MARSHALL, will take place on Thursday, August 4, at Stubbington Church, at 2 p.m.

An engagement is announced between Flight-Lieut. R. ADDENBROOKE-PROUT, O.B.E., M.C., R.A.F., eldest son of Mr. and Mrs. Charles Prout, and DAPHNE, youngest daughter of GUSTAVAS PAKENHAM, of Deepdene, Cheltenham, and Kobe, Japan.

The engagement is announced of HERBERT D. HARMAN, M.C. (late Capt. R.A.F.), second son of Mr. and Mrs. Clement V. Harman, of 45, Lancaster Gate, W., and PHYLLIS ELEANOR, second daughter of FRANK PEGLER, J.P., Notts, and Mrs. PEGLER, of Ordsall Hall, Retford, and Seacroft, Lincolnshire.

A marriage has been arranged, and will take place shortly in Cape Town, between Col. Sir PIERRE VAN RYNEVELD, K.B.E., D.S.O., M.C., only surviving son of Mr. D. J. van Ryneveld, J.P., and Mrs. van Ryneveld, of Theunissen, O.F.S., South Africa, and ENID KATHLEEN HELEN, only child of Mr. STUARTSON COLLARD, F.R.C.S.Eng., and Mrs. STUARTSON COLLARD, of Haling Park Cottage, Croydon, Surrey. It will be remembered that Col. Sir P. van Ryneveld, accompanied by Major Brand, flew from England to Cape Town in the early part of 1920.

R.A.F. RIFLE ASSOCIATION

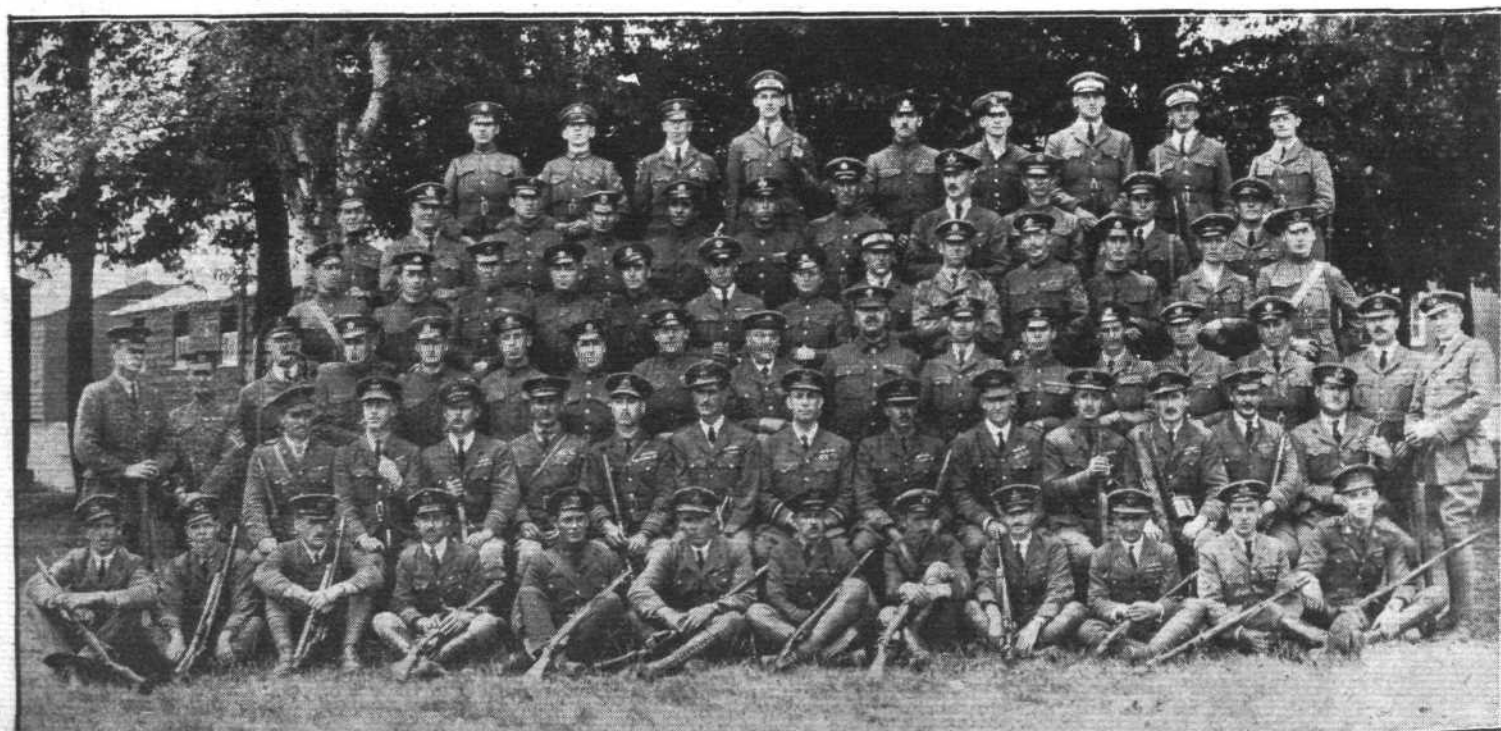
THE first annual championship meeting of the Royal Air Force Rifle Association, recently established and affiliated to the Army Rifle Association, concluded on July 6 at Pirbright, after two days' shooting.

The Cranwell cadets made a marked impression by their excellent marksmanship, and an all-round efficiency was the feature of the competitors generally. It is to be hoped that the results obtained may lead to the establishment of open ranges not only at the R.A.F. College, but at every Air Force station. Air Vice-Marshal J. F. A. Higgins, C.B., D.S.O.,

who presented the prizes, said the Chief of the Air Force had asked him to emphasise the importance of rifle shooting.

The following were the leading scores in the Grand (R.A.F. Championship) Aggregate:—

1. F.-Lieut. J. L. K. Pearce	242	5. Sergt.-Maj. Moat ..	226
2. F.-Sergt. Rippon ..	231	6. F.-Cadet L. K. Barnes	221
3. Corp. Choppin ..	229	7. Air-Com. Dumbrell	221
4. Air-Com. Fodin ..	228	8. Corp. Green ..	221



R.A.F. RIFLE ASSOCIATION: Competitors in the First Championship Meeting of the Association at Pirbright.



ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified :—

Group Captain H. P. Smyth-Osbourne, C.M.G., from No. 10 Group H.Q. (Coastal Area) to H.Q. Inland Area, for technical staff duties. Date 27.7.21.

Group Captain J. L. Forbes, O.B.E., from Directorate of Research, Air Ministry, to command No. 10 Group Headquarters (Coastal Area). Date 27.7.21.

Wing Commander A. Fletcher, C.M.G., C.B.E., M.C., from H.Q. Inland Area, to R.A.F. Depot, Inland Area, pending embarkation for Mesopotamia. Date 1.8.21.

Wing Commander R. D. M. Robertson, from School of Naval Co-operation and Aerial Navigation, to Air Ministry, as Deputy Director of Research (Armaments). Date 27.7.21.

Wing Commander G. R. Bromet, D.S.O., O.B.E., from H.Q. Coastal Area to School of Naval Co-operation and Aerial Navigation. To Command. Date 27.7.21.

Squadron Leader W. C. Hicks, A.F.C., from R.A.F. Depot, Inland Area, to Marine and Armament Experimental Establishment, Coastal Area. Date 5.7.21.

Squadron Leader E. H. Sparling, A.F.C., from R.A.F. Airship Base, to No. 5 Flying Training School, Inland Area. Date 1.7.21.

Squadron Leader D. E. Stodart, D.S.O., D.F.C., from Central Flying School, to No. 5 Flying Training School, Inland Area. Date 3.7.21.

Squadron Leader W. G. Sitwell, D.S.C., from No. 267 Squadron (Mediterranean Group), to Electrical and Wireless School, Inland Area. Date 27.6.21.

Squadron Leader E. J. C. Roberts, from R.A.F. Airship Base, Coastal Area, to H.Q. Middle East Area, as Inspector of Transport. Date 24.6.21.

Squadron Leader H. G. Whittingham, M.B., D.P.H., D.T.M. (Medical), from Research Laboratory and Medical Officers' School of Instruction, Inland Area, to H.Q. Mediterranean Group, for medical investigation in connection with sandfly fever. Date 24.6.21.

Gordon Shephard Memorial Prize Essays for 1921.—The subjects for the 1921 Competition for the Gordon Shephard Memorial Prize Essays, which were instituted in 1919 in memory of the late Brigadier-General G. S. Shephard, D.S.O., M.C., R.A.F., are :—

(1) The probable influence of air reconnaissance on strategy and tactics.

(2) An essay on the problem of aerial spotting for gunfire and suggested solutions of the difficulties involved, with a forecast of its influence on future warfare.

Separate prizes will be given for essays on each subject, which are confined to Officers, N.C.Os. and men of the Royal Air Force.

The essays should reach the Air Ministry not later than February 28, 1922.

R.A.F. Cadet Outfits.—Claims under the Air Ministry Weekly Order No. 409 of 1919, in respect of expenses incurred by Flight Cadets and Cadets of the Royal Air Force during

the War for the purchase of uniforms and other approved articles, cannot be considered if received in the Air Ministry after July 31, 1921.

R.A.F. Full Dress Uniform.—A full-dress hat and sword-belt have now been approved for the Royal Air Force. The uniform for Service, Mess, and full-dress occasions had been previously authorised, and with the approval of these two articles, the Royal Air Force dress for all occasions is now complete. The hat is modelled on the old-style flying helmet, and follows closely its general lines. Made of black chrome leather, it is trimmed with seal-dyed nutria fur and surmounted with a plume of ostrich feather dyed R.A.F. blue. Across the front is a golden blue plaited cord, above which comes the R.A.F. badge. The sword-belt and slings are of blue woven silk, with two gold embroidery bars worked along its length. The fittings of the belt, slings and scabbard are of gilt metal, the fastening buckle bearing the R.A.F. eagle and crown with the motto "Per ardua ad astra."

Port Detachment, Antwerp.—The Port Detachment of the Inter-Allied Aeronautical Commission of Control, Antwerp, will be disbanded with effect from July 14.

Grant of African General Service Medal and Clasp. *Operations in Somaliland, 1920.*—Officers, Warrant Officers, Non-Com. Officers and men of the R.A.F. who took part in the operations in Somaliland between January 21, 1920, and February 12, 1920, under the general direction of the Governor and Commander-in-Chief of the Protectorate, Sir G. F. Archer, K.C.M.G., and under the command of Group Captain R. Gordon, C.B., C.M.G., D.S.O., will be awarded the African General Service Medal (instituted under Army Order No. 89 of 1916) with clasp, for Somaliland 1920, if their claims are received by the Air Ministry.

Those already awarded the medal, or who are in possession of the African General Service Medal instituted by King Edward VII, will receive the Clasp only.

Aerial Derby and Cowes Seaplane Meeting.—Officers of the Royal Air Force who desire to compete in the Aerial Derby and at Cowes Seaplane Meeting can be granted permission to do so under certain conditions, and provided they have obtained a Civil pilot's licence. Service aircraft are not permitted to take part in the races.

R.A.F. Recreational Council : Forthcoming Arrangements.—July 13, R.A.F. v. London County Club, Tennis, Hendon. July 21, R.A.F. v. Staff College, Tennis, Camberley. July 29 and 30, R.A.F. v. Royal Navy, Cricket, Aldershot.

Long Service and Good Conduct Medal Awards.—The Long Service and Good Conduct Medal has been awarded to the under-mentioned members of the Royal Air Force :—

26111 S.M.1 W. V. Booker ; 313100 S.M.1 H. J. W. Gains ; 302780 S.M.1 R. E. Gorwood ; 815 S.M.1 J. C. Hallett ; 314808 S.M.1 N. W. Hodges ; 272 S.M.1 E. J. P. Kelly ; 46438 S.M.1 F. Richardson ; 302123 S.M.2 R. B. Brady ; 314957 Flt. Sgt. W. G. H. Butcher ; 166330 Flt. Sgt. H. J. Kennedy.



THE DUNKERQUE DINNER

THE Third Annual Re-union Dinner of the R.N.A.S. and R.A.F. of the Dunkerque Command was held at the Hotel Cecil on June 29. The muster was not so strong as on the two previous Re-unions, being just under fifty.

Speeches intermingled with toasts to many of the distinguished diners were the order of the evening.

Group-Captain C. R. Samson, C.M.G., D.S.O., A.F.C., was in the chair, and under his guidance the evening, it is believed, fulfilled the hopes and anticipations of all present. After the toast of "The King," the Chairman, proposed that Lieutenant-Colonel F. K. McClean should be Chairman for next year's dinner—a proposal which was carried unanimously, and which elicited from the Chairman Elect the brief statement that this "infliction" of the Chairmanship upon him would of necessity prevent him delivering a fully fledged speech until he actually occupied the Chair.

The Chairman then called upon Air-Commodore Lambe, who, in a most interesting eulogy outlined the present position of the R.A.F., touching on such vitally interesting points as the training of cadets and boy mechanics, the proposed scheme for future development of the Service and the more effective linking up of our Colonies through the agency of the

R.A.F. Commodore Lambe expressed his regret (and in so doing expressed the sentiments of all present) at the absence through sickness of Air-Commodore Halahan, who had up to the previous day carried out all the arrangements in connection with the Dinner. The concluding remarks of Air-Commodore Lambe's speech expressed regret that the number of "Dunkerquoises" present was so small—in fact, less than half the number present at the previous dinner.

Colonel Bristow then spoke at length on Civil Aviation and its future prospects. The profession of Aeronautical Engineering was, he said, surely on the downward path, and it was a regrettable fact that fresh talent in this direction was not coming forward. As an example of what might have been done for the cause of Civil Aviation in the Empire, he cited the present position of civil aviation in France and the tremendous impetus the whole Aero industry in that country had received by virtue of the fact that the State had mothered the cause of aviation generally just as we had years ago officially launched a helping hand to the Mercantile Marine. The progress of aviation, he said, rested on reciprocity of continued effort and careful consideration between the Civil and Military sides, which happy state, he ventured

to suggest, had been up to the present conspicuous by its absence. The demand for passages on the London-Paris route was quite beyond the capabilities of our present arrangements, the applications for seats amounting often to four times the number of seats available.

The Chairman's remarks on his present sojourn at the War College, Greenwich, and the views on Aviation generally held by present-day Naval and Military experts were of great interest, in that he gave a very clear forecast of the status which would probably be given to an Air Officer Commanding, in any future War.

Colonel Spencer Grey concluded the speech-making with the toast of the health of the Chairman, which received a hearty response to the accompaniment of "A jolly good fellow."

The following were present:—Sq.-L. H. A. R. Aubrey, O.B.E., M.C.; Major J. W. K. Allsop; Flt.-Lt. A. R. Arnold, D.S.C., D.F.C.; Col. W. A. Bristow; Flt.-Lt. R. M. Bayley, D.F.C.; Flt.-Off. R. C. B. Brading, D.F.C.; Capt. H. Edward Clark; Flt.-Off. W. Cole; Flt.-Lt. R. J. Goodman Crouch;

Major H. J. Corin, O.B.E.; Flt.-Off. C. F. Chinnery; Flt.-Lt. A. S. Cheshire, M.B.E.; Sq.-L. C. Draper, D.S.C.; Sq.-L. D. C. S. Evill, D.S.C., A.F.C.; Capt. H. A. Furniss, D.S.C.; A. Farquhar; Flt.-Lt. V. Greenwood; Major R. W. Gow, D.S.O., D.S.C.; Flt.-Off. W. H. Golder, D.S.M.; Flt.-Lt. T. F. N. Gerrard, D.S.C.; Col. S. D. A. Grey, D.S.O.; Sq.-L. B. H. N. Hamilton, D.S.O.; Capt. Geo. S. Hall; Flt.-Lt. F. J. Hooper; Lt. Cuthbert de Houghton; Flt.-Lt. V. J. Jacobs; Flt.-Off. J. W. Jean, D.S.N.; Air-Commodore C. L. Lambe, C.B., C.M.G., D.S.O.; Capt. F. J. W. Mellersh; Lt.-Col. the Viscount Maidstone, D.S.C., O.B.E.; Lt. H. C. Mills; Lt.-Col. F. K. McClean, A.F.C.; Flt.-Off. W. E. G. Mann, D.F.C.; Lt. Carrol Marks; Flt.-Off. H. Norrington; Flt.-Lt. R. R. Nicoll; Capt. H. S. Neville; Flt.-Off. C. H. Potts, D.S.M.; Lt. A. F. Potter; Capt. L. H. Rochford, D.S.C.; Capt. W. J. Salamans; Flt.-Lt. L. H. Slatter, O.B.E., D.S.C., D.F.C.; Group-Capt. C. R. Samson, C.M.G., D.S.O., A.F.C.; Major F. R. Samson, O.B.E.; Capt. L. G. Sieveking, D.S.C.; Flt.-Off. C. O. Towler, D.S.M.; Capt. L. E. Wear; Flt.-Lt. Rider Young.

R.A.F. Full Dress Cap

THE new full dress cap for officers of the Royal Air Force, which for the first time was worn by Group-Capt. H.R.H. the Duke of York upon the occasion of the presentation of new colours to the Guards by the King, is officially described as follows:—

"Full dress cap, Royal Air Force, of black chrome leather trimmed with seal dyed nutria. Gold and blue plaited cord across front. Gilt and silver full dress cap badge. Plume of ostrich feather dyed distinctive blue colour with gilt ring



on upper part (not seen), finished at base with gold and blue basket work, fixed into brass socket let into cap behind badge. Chin strap of black patent leather, 7/16ths inch wide sewn on right side and fastened to hook on left side under head leather."

The full dress cap hitherto authorised for wear with full dress uniform is now to be worn with mess dress only, and is termed a "dress cap."

Pattern can be seen on application to Room 806, Air Ministry, Canada House, Kingsway, W.C. 2.

At the State Ball to King and Queen of Belgium

AMONGST those in attendance at the State Ball held by Their Majesties the King and Queen at Buckingham Palace on July 7, were Air-Marshal Sir H. M. Trenchard, K.C.B., D.S.O., Principal Air Aide-de-Camp, and Wing-Commander Louis Greig (in attendance on H.R.H. the Duke of York). The following received invitations to be present: Lieut. Aviateur Chevalier Willy Coppens, Belgian Air Attaché; Capt. the Rt. Hon. F. E. Guest, C.B.E., D.S.O., and the Hon. Mrs. Guest; the Rt. Hon. the Marquess of Londonderry, K.G., M.V.O., Under-Secretary of State for Air; Sir W. Joynton-Hicks, Bart.; Air Vice-Marshal Sir E. L. Ellington,

C.B., C.M.G.; Air Vice-Marshal Sir John M. Salmond, K.C.B., C.M.G., D.S.O.; Air Vice-Marshal A. V. Vyvyan, C.B., D.S.O.; Squadron Leader G. Dacre; Squadron Leader E. Manning; Squadron Leader J. C. Quinell, D.F.C.; Flight-Lieut. E. Burling; Flight-Lieut. H. Seagrave; Flying Officer H. H. Balfour, M.C., etc.

Air Parcel Post to Paris

THE Postmaster-General announces that he has made arrangements whereby certain Post Offices in London and some of the more important towns in the provinces are prepared to receive daily, on and from Monday last, July 11, parcels intended for dispatch by aeroplane to Paris. The service will be confined to parcels for the French capital at the outset, but is capable of expansion as circumstances warrant. In London, parcels for conveyance by the new service will be accepted for transmission at the following post offices:—

General Post Office, E.C.; Lombard Street; Threadneedle Street; Fleet Street; Western Central District Office; High Holborn; Charing Cross; Parliament Street; Western District Office; 191, Oxford Street; 149, Regent Street; 294, Regent Street; South-Western District Office; 21, Regent Street; Church Place, Piccadilly; Spring Street, Paddington; and South-Eastern District Office.

The provincial towns which will be included in the arrangement are as follows:—

Birmingham, Bradford, Bristol, Cardiff, Edinburgh, Glasgow, Leeds, Liverpool, Manchester, Newcastle-on-Tyne, and Sheffield.

Parcels will be accepted in the provincial towns named at the Head Post Office and at such other post offices as may be desirable. The General Post Office will dispatch the parcels to the Croydon aerodrome. The aeroplane is due to leave Croydon daily at 10.30 a.m. and reach Paris about 2 hours and a half later, when the parcels will be cleared immediately through the French Customs by the air transport company, conveyed to their office, and a notification of the arrival sent to the addressee, who can then claim the parcel at the Air Company's office. A considerable speeding-up will thus be effected as under the present arrangements several days usually elapse between the dispatch of a parcel from London and its delivery in Paris.

The rates for parcels by air mail service are as follows:—

Up to: 1 lb., 1s. 9d.; 2 lb., 2s. 9d.; 3 lb., 4s.; 4 lb., 5s.; 5 lb., 6s.; 6 lb., 7s. 3d.; 7 lb., 8s. 3d.; 8 lb., 9s. 3d.; 9 lb., 10s. 6d.; 10 lb., 11s. 6d.; 11 lb., 12s. 6d.

These amounts are the inland parcel post rates, plus an air conveyance charge of 1s. per lb.

Parcels intended for dispatch by the morning aeroplane should be handed in at any of the London post offices named above late in the previous afternoon. The exact time may be ascertained, together with further details of the service, on inquiry at the office concerned. The latest times for posting in the provinces may be ascertained on inquiry at the principal post offices in the respective towns.

Aerial Photographs

COPIES of the aerial photographs, and other photographs which appear in FLIGHT from time to time, can be obtained from our official photographers, F. King and Co., Ltd. These prints, on bromide paper (black and white), measuring 8½ ins. by 6½ ins., cost 2s. 6d. each, post free. Orders, with remittance, should be sent to F. King and Co., Ltd., 36, Great Queen Street, W.C. 2.

LONDON TERMINAL AERODROME

Monday Evening, July 11.

AIR travellers have not yet realised that aeroplanes depart now with the regularity of trains, and that if they are not there to time they are liable to be left behind.

There is often the greatest difficulty in inducing passengers to board the motor-cars in London which are leaving for the aerodrome. At the last moment they rush away to send telegrams, to have a drink, or to say an additional "good-bye" to their friends, telling the driver of the car to wait just a few moments. Some passengers, also, have a habit of turning up late for the car, knowing that the driver has a list of his fares, and will wait a little while if one is missing.

Many passengers, when they reach the aerodrome, go into the Trust House to buy sandwiches, or have lunch, or else scatter all over the aerodrome and have to be "rounded up" when the time for the departure of the machine arrives. Even then some of them produce cameras and wish to "snap" the aeroplane, or anything else that takes their fancy. It is wonderful, in fact, that machines *do* get away to time. Certainly it speaks volumes for the energy of the officials concerned.

"Air Liner's" 10,000 Passengers

THE Instone Vickers-Vimy "City of London" has now carried 10,600 passengers, and has done 360 hours' flying. Even giving the machine a full load on each flight, this only makes the average period of each flight about 20 minutes—a fact accounted for by the large amount of "joy-riding" work the machine has done.

On Sunday, Mr. Powell took the Instone D.H. 4a to Liverpool to bring back photographs of the Dempsey-Carpentier fight which had arrived by liner from America. He made the return trip from Liverpool to Croydon in an hour-and-a-half, which is pretty good going.

On Saturday morning a special D.H. 18 of the Instone line left for Paris with a full load, in addition to the "Vimy" on the scheduled 10.30 a.m. service. On her return journey the "Vimy" forced-landed soon after starting, and the D.H. 18 was used in her place on the 4.30 p.m. service from Paris.

A Tale of a Uniform—with a Sequel

AERODROME staffs are still chuckling over an incident which occurred one morning this last week. The Instone people had equipped a commissionaire with a magnificent uniform, plentifully adorned with silver braid and the company's initials. This apparition burst upon the gaze of an astonished aerodrome when the 10.30 a.m. service left for Paris. The commissionaire's task, it should be mentioned, was to shepherd passengers into their seats. But—and here is the point of the story—either the magnificence of his uniform, or perhaps the hot weather, must have gone to his head, for shortly after 2 p.m. he was discovered in a state that would have outraged disciples of "Pussyfoot." He was, of course, dismissed instantly, but as he had apparently donned his gorgeous raiment before leaving home that morning, and had no other clothes at the aerodrome—and as the Instone officials did not wish to run the risk of losing so precious a possession as that uniform—there was a hunt for garments in which to send the fallen hero home. A cap and coat were found easily, but trousers were a different matter, and Instone officials were scouring the aerodrome, endeavouring to borrow a pair. How the search ended is known to only a favoured few; but the uniform, at any rate, has not been on view again.

Tracing the Movement of 'Planes

AN innovation which is extremely useful, and capable of development, has just been introduced by the Instone staff.

A board, on which is painted a map of the London-Paris route, with the principal places marked, has been erected outside the Instone offices, at a point where everybody entering the aerodrome can see it. Across the board miniature aeroplanes are to be moved, showing the position of the Instone "air liners" while they are in flight along the route. To this end wireless messages are to be received from the pilots of machines every 15 minutes. An extension of this idea, enabling such "animated route boards" to be placed in agents' offices in the West-end, would probably do much to stimulate public interest in air travel. A scheme of this nature was, as a matter of fact, discussed as far back as 1919.

Further tests on the night-flying lights, both at Croydon and along the London-Paris route, were carried out during the week. Airship R. 33 left Pulham at 20.27 on Wednesday night, and flew in the direction of Croydon. The aerodrome searchlights picked her up while she was still six miles away on the London side of the Crystal Palace. All the arrangements at Croydon were satisfactory. A few star shells, which lit up objects for miles round, were fired, and after circling

for about 20 minutes the R. 33 flew off in the direction of Lympne, visiting both Paris and Brussels before returning to Pulham the following evening.

A Handley Page 0-400, equipped for night-flying, came over from Biggin Hill the following evening, and made several successful landings on the aerodrome. The electric ground lights had been altered to give a more diffused beam, and were reported to be easier to detect from the air, but not yet as efficient, for landing purposes, as ordinary petrol flares.

Mr. Bouderie is very proud of a feat performed by his mechanics during the week. On the arrival of the Goliath from Paris about 4 p.m., it was found that one of the engines was "dud." Mr. Bouderie decided that instead of attempting to patch it up it should be changed. His two mechanics worked all night, and completed the installation of the new engine by 8 a.m. the following morning. Engines have, of course, been changed in a night before, but hardly I should think with so small a staff as that of the Grands Express.

The Varsity Air Race

MOST commendable energy is being shown by the two air teams which, on Aerial Derby day, are to race against each other representing Oxford and Cambridge Universities. It is generally considered that this will be an historic occasion, as, in future, the race is likely to become an annual affair. Out in the morning early, Oxford have been practising with an Avro, while Cambridge have found an elderly B.E. biplane on which to get back the form they have lost temporarily through not having flown for a couple of years. During the last few days, having got their hands in, both teams have been flying the S.E. 5 machines they will actually pilot in the race, and there seems no doubt, judging from the way they are already handling them, that the University aeroplane race will be a contest well worth seeing.

The Messageries Aériennes, enlarging their offices under stress of increasing business, have now obtained the services of Mrs. Priestley—who used to be with "Airco"—to look after their books.

A Goliath, owned by S.N.E.T.A., has been on the service between Brussels and Croydon just lately. This Company is experimenting, from a regular transport point of view, with a number of machines. They are running both D.H. 4's and 9's, converted to "airway" use, and are reported to have placed an order, in addition, for several of the new Spads, one of which has already been delivered to them. The Italian machine they also have now—the advent of which at Croydon is so eagerly expected—has not yet put in an appearance.

Busy Days at the Hotel

THE Trust House presents a rare scene of animation these days. The two University air crews are staying there, while airway passengers are in and out all day long. The staff of the hotel has now been increased, and the service generally much improved.

The Handley-Page people have added a topical note to discussions about the heat wave by announcing that they now provide facilities for their passengers to enjoy ices while in flight between London and Paris.

On Saturday two K.L.M. monoplane "expresses" were required to handle the passenger traffic to Amsterdam. Captain Leverton is noting a satisfactory growth in loads. From Amsterdam, particularly, there is a healthy tone in regard to goods traffic. Cut flowers are now coming over in frequent consignments, some of them intended for exhibition at shows in the English provinces, whence, on arrival at Croydon, they are dispatched at once by post.

There has been some slight delay in finishing off the airship mast; but it is reckoned that it will be ready, probably with the R. 33 moored to it, by this week-end. The final stages have, unfortunately, been marred by a fatality. Working the other morning upon the fitting of some "obstruction" lights at about 100 ft. up the mast, one of the electricians fell, and was killed instantly.

The meteorological staff are settling down comfortably now into their new quarters, and a number of the instruments have been installed.

Captain Muir, as a change from giving joy-riding flights, has just had the very interesting task of piloting a British general, and his friend, for a three days' aeroplane tour of the battlefields of France.

The Sports' Club have just played an evening cricket match against Lyndhurst United. The "United," going in first, made 115 for 8 wickets, and then declared. The aerodrome team had lost 3 wickets for 8 runs when darkness, putting a stop to play, made the match a draw. It is only fair to the aerodrome batsmen to mention that they were handicapped by failing light.



LORD GRELL should make a good successor to Lord Londonderry as Under-Secretary for Air.

OF the 19 million pounds sterling which the recent coal strike cost the Exchequer as a result of the Defence Force, etc., organised by the Government, the amount for the Air Force is estimated at approximately £330,000.

FLYING OFFICER ADAMS, R.A.F., is the newly-elected Secretary of the British Olympic Association.

UNDER the title *Les Ailes* a new French weekly aeronautical journal has been started in Paris, with M. Georges Houard as Rédacteur-en-chef. It is a very blue *affaire*, so far as the actual paper is concerned, the price is 25 centimes per copy, and its general get-up is distinctly good, it being upon the lines of *L'Auto*, except that it confines its message to matters aviatric.

APPARENTLY, from reports received, there are to be some infantile troubles for the Peking-Shanghai air service from some local mandarins. A couple of the obstructionists are the Military Governor of Chihli, who controls Tientsin, and another "Tuchun" at Kiangsu, who also refuses all facilities at Nanking. Accordingly Tientsin will have to do without air facilities until the Tuchun gets over his liver attack, and Chinkiang will be substituted for Nanking, thus checkmating

No. 2 Tuchun, whose game is, apparently, to corner the Aeronautical Department for himself. Win or lose, *he* would probably be all right, as already quite a little fortune is changing hands in connection with the air-post stamps for collectors.

AND when, oh! when, is our very own British air-post stamp to materialise?

WHEN the German airship "Bodensee" was delivered at Rome from Friedrichshafen on July 3, it is reported there were two "stowaways" aboard, a German clerk and an American cine. man. What has happened to them deponent sayeth not, but if they were really unwinked-at "stowaways," why both richly deserve to be let off with a recommendation to be enrolled in, at least, the Italian Scotland Yard detective staff. Wonder *where* they managed to stow themselves.

LE BOURGET is presently likely to be the scene of a great French aviation meeting. It has at least the blessing, if not more substantial backing, of the Aero Club of France, and the French Sous-Secretary of Air. Our great Pageant success was bound to take effect.

THE monument to Vedrines was last week unveiled in Paris on the roof of the Galeries Lafayette, on the spot where Vedrines made his aeroplane landing stunt in 1919.

Prize Fight Photo. plus Aircraft Hustling

ON Sunday the first photographs of the Dempsey-Carpentier prize fight reached this country. The method adopted to get them thus early to Liverpool in the Cunarder *Caronia*, which had left New York before the finish of the fight, is thus described:—

"Immediately after the fight five plate-holders containing ten undeveloped negatives, including a picture of the knock-out blow, taken for the International Film Services, were placed in a water-tight box and conveyed twelve miles to the coast by motor-car. There they were placed on a seaplane, which chased the liner and overtook her when 25 miles out. A parcel of undeveloped negatives was dropped from the seaplane into a special tender, from which it was transferred to a pilot boat, and from this it was taken on board the *Caronia*. When the vessel arrived at Liverpool on July 10, it was met by Mr. G. F. Allison, the European manager of the International Film Service, who on receiving the parcel drove to Aintree, where an Instone aeroplane was in waiting. The aeroplane left Aintree about 7 for Croydon, where it arrived at 9.5 p.m. The photographs were then transferred to a motor-car and delivered to newspaper offices in Fleet Street."

An Athlete's Fine Feat

M. G. POULAIN has persevered with his "aviette" until on July 9 he more than complied with the requirements of the terms for winning the 10,000 francs offered by M. Peugeot for the first officially-recorded human "flight" of 10 metres (32 ft. 10 ins.), without the aid of a motor. The time selected was early in the morning, and the venue was in the Bois de Boulogne behind the Longchamps grand stand. The track was covered with white plaster, so that the points where the "aviette" left the ground and landed after the flight could be easily distinguished.

The "aviette" is fitted with two planes, having a total supporting surface of 12 sq. metres (128 sq. ft.). The upper plane measures 6 metres (about 19 ft. 6 ins.) by 1.20 metres (3 ft. 11 ins.), and the lower plane 4 metres (12 ft. 11 ins.) by 1.20 metres (3 ft. 11 ins.). They are operated by a mechanical device which enables the cyclist to tilt the planes to an angle of about 6 deg. at the required moment.

In four flights Poulain exceeded the stipulated distance each time. The official figures are:—First flight, 11.98 metres (12 yds. 2 ft. 8 ins.); second flight, 11.59 metres (12 yds. 1 ft. 6 ins.); third flight, 10.54 metres (11 yards 1 ft. 2 ins.), from the starting-line to the point of descent, corresponding to a total flight of 11.72 metres (12 yds. 1 ft. 9 ins.); fourth flight, 11.46 metres (12 yds. 1 ft. 2 ins.) from the starting-

line to the point of descent, corresponding to a total flight of 12.30 metres (13 yds. 11 ins.).

Poulain started at a considerable distance from the line in order to get up the requisite high speed before elevating the planes, and in the last two tests the machine left the ground before the official starting-point.

So man has again succeeded in demonstrating what muscle and pluck will accomplish when really put to it. But why Poulain should wish to carry it any further is a little puzzling. He claims that he will presently make it 200 or 300 metres. And what then? Beyond lifting a new prize of 20,000 francs which Mr. Peugeot has at once offered for a "flight" of 20 metres it seems to us doubtful where the extra distance is to lead. One expression of opinion puts the 10 metre effort as "the nearest approximation so far to the solution of the problem of flight by direct human effort" whatever that may mean.

Nile Valley Surveyed from the Air

AERIAL surveys of the Nile Valley from the Delta Barrage to Aswan have, *The Times* reports, been completed by the Middle-East Air Force on behalf of the Egyptian Government. It is understood that the results of these surveys, which were executed both in high and low floods, are proving of the greatest use to the Irrigation and Survey Departments.

Parachute Records, Forced and Otherwise

ON July 6 an American, Mr. F. Lemon, is reported from Paris to have beaten low altitude parachute records by descending by parachute from a height of 118 ft., thus bettering the previous 173 ft. This, however, has been eclipsed by a forced descent which is reported from New York from Naval Airship "C.3" at Hampton Roads, Virginia. An explosion occurred on "C.3" and two men, with their clothes ablaze, leapt over the side of the cabin with parachutes and landed safely, although the distance was only 75 ft.

French Aeronautical High Council Created

IN association with the French National Defence Council an Aeronautical *Conseil supérieur* has been appointed, and includes M. L. Eynac, the sous Secretary for the Air (President), General Buat, General Dumesnil, Maréchal Fayolle, General Benoist, etc. The Council will examine and report to National Defence Council upon matters and material concerning commercial aviation, watch the application of the aeronautical credits, for possible economies to be effected, generally put forward their views upon aeronautical problems, and make a study of the methods and propaganda of other countries.

THE ROYAL AIR FORCE

London Gazette, June 24

Permanent Commissions

Sqdn. Ldr. J. C. P. Wood reverts to half-pay, Scale B; June 16. Sqdn. Ldr. R. B. Ward, A.F.C., is placed on half-pay, Scale B, for a further period of three months from June 21. Sqdn. Ldr. R. Leckie, D.S.O., D.S.C., D.F.C., is sec'd. for duty with the Canadian Air Board; Dec. 15, 1919. Flight Lieut. A. M. Waistell, D.S.C., is placed on the ret. list on acct. of ill-health caused by wounds; July 10, 1920 (substituted for Gazette July 9, 1920, and July 23, 1920). Sqdn. Ldr. E. L. Millar, M.B.E., is placed on the ret. list on acct. of ill-health contracted in the Service; Jan. 29 (substituted for Gazette Feb. 4).

Medical Branch

The date of appt. of the follg. Flight Lieuts. to permanent comms. is ante-dated to Aug. 1, 1919:—D'A. Power, M.C., K. Biggs, M.C., T. C. St. C. Morton, M.B.

Short Service Commissions

Flight Lieut. J. C. O. Dickson is re-transfd. to Class A, Res., on ceasing to be temp. re-empld.; June 8.

Flying Branch

Obsr. Offr. W. A. B. Buscarlet relinquishes his temp. commn. on return to Army duty; Nov. 30, 1919 (substituted for Gazette Feb. 17, 1920).

Transfd. to the unempld. list:—Lieut. E. E. Owen; March 6, 1919. Capt. A. C. Reid; June 13, 1919 (substituted for Gazette April 1, 1919).

Technical Branch

Sec. Lieut. E. A. Turnbull to be actg. Lieut., Grade A, from Oct. 11, 1918, to April 30, 1919, inclusive and is graded for pay and allowances as Lieut., Grade A, from May 1, 1919, to Dec. 4, 1919, inclusive. Sec. Lieut. H. V. Stanier (unempld. list) relinquishes his temp. commn. on joining the T.F.

The follg. offrs. of the T.F. relinquish their temp. R.A.F. comms., and are permitted to retain their ranks:—

Lieut.-Col.—Sir H. Fowler, K.B.E.

Majs.—C. H. Douglas, H. Grinstead, O.B.E.

Cpts.—R. M. S. Maxwell, J. S. Irving, F. A. Short, A. H. Lister, H. Medcalf, M.B.E., W. S. Farren, M.B.E., G. S. Wilkinson, J. H. Glover.

Lieuts.—W. J. Webber, S. B. Smith, T. G. Waterhouse, S. Blackman, P. E. Crosson (Ormr.).

Sec. Lieuts.—A. A. Maxwell, J. H. Mead, R. McK. Wood.

Memoranda

The follg. are re-transfd. to the unempld. list on cessation of temp. duty, with effect from the dates indicated:—

Flying Offr.—S. N. Pike, D.F.C.; April 15.

Flight Lieut.—A. C. Wilson; April 23.

Flying Officers.—C. A. B. Beattie, E. J. N. Brown, C. B. Stringer; April 27. N. Clemence; May 8.

Pilot Officer.—E. B. F. Auld; May 27.

Flight Lieuts.—D. G. Baylis, L. N. Glaishy, R. T. Leather, A.F.C.; June 3.

Flying Officers.—A. K. Bamber; L. W. Beal, G. R. Beck, P. A. A. Boss, B. F. G. Cunliffe, J. C. Fitzmaurice, G. W. Higgs, W. F. Knight, R. M. C. Smith, A. W. Stevenson, D.F.C., W. F. Warner, A. C. Weeks; June 3.

Pilot Officers.—T. G. Braine, G. R. S. Browne, F. J. Brunton, J. S. Smith; June 3.

Flight Lieuts.—H. Barker, R. S. Carroll, S. Cockerell, A.F.C., W. H. K. Copeland, K. T. Dowding, D.F.C., J. Kerr, A.F.C., B. R. Millar, M. D. Nares, L. P. Scott-Paine, D.S.C., G. P. Powles, F. H. E. Reeve, B. C. Rice, M.C., L. H. Rochford, D.S.C., D.F.C., F. G. Saunders, S. D. Scott, W. H. N. Shakespeare, W. Smith, M.C., C. T. Vachell, M.C., H. S. Ward; June 4.

Flying Officers.—P. D. Baker, G. F. Brady, F. C. G. Broome, W. J. Buchanan, D.F.C., F. L. Collison, A. R. M. Scrase-Dickens, E. C. Dickens, C. H. Graham, D. P. Hadow, F. J. Haney, M.C., D.F.C., H. Haycock, M.C., E. F. Haylock, J. L. Henry, H. V. Jellicoe, C. E. Kelly, L. W. E. Leage, G. A. Lingham, D.F.C., A. C. Lutyens, K. Mackenzie, H. G. Mackintosh, P. A. Marriott, P. D. S. Milnes, D. E. Nicolle, C. A. Pike, W. S. Philcox, A. W. E. Reeves, D.F.C., L. G. Robinson, C. E. Stuart, J. S. Stubbs, S. E. Taylor, C. T. Turner, O. H. D. Vickers, S. W. Watson, J. L. Waugh, A. S. White, L. D. B. Monier-Williams, E. Wilson, A. B. Wright, A.F.C.; June 4.

Pilot Officers.—H. C. E. Adard, K. R. Angus, H. E. Brenack, H. S. R. Burt, A. E. Cuthbert, L. C. Hillman, D. I. M. Kennard, S. A. Lane, W. L. Lewis, L. G. Lucas, H. D. McLaren, F. G. Reid; June 4.

Wing Comdr.—R. F. Stapleton-Cotton; June 5.

Flight Lieuts.—T. C. Chamberlain, A.F.C., R. M. Clifford, R. B. Freeland, H. D. Harman, M.C., W. Huggan, G. V. Leather, J. M. McAleary, N. M. Macgregor, H. H. Maddocks, P. H. Martin, F. J. W. Mellersh, T. C. Pattinson, C. N. Russell, S. J. Sibley, M. Le B. Smith, G. F. Smylie, D.S.C.; June 5.

Flying Officers.—W. M. Ackery, J. L. Airey, D. J. Allardice, J. G. Argles, E. E. Arnold, D.F.C., H. Arnold, C. D. Barnard, W. Beer, L. C. Burcher, E. H. P. Cave, F. W. Clark, T. D. Cole, A. S. Colley, C. H. Cooper, W. R. Coventry, H. A. D. Currie, W. E. Davies, H. D. Davis, A.F.C., A. W. Day, J. M. Drysdale, W. H. Farrow, D.F.C., T. H. French, D.F.C., C. B. J. Gledhill, G. T. Griffith, J. W. Grose, A. C. Guyer, B. Hackforth, C. W. Hamilton, J. Hart, W. L. Hope, A. V. Hurley, E. L. Ives, T. G. Jefferies, D.F.C., L. L. King, W. D. Vernon-Knibbs, W. B. Long, A. R. MacDonald, N. E. Maitland, D. V. D. Marshall, B. Martin, C. H. Miller, R. K. Morris, R. K. Muir, A. S. Oades, M.C., S. F. Pickup, W. G. Pudney, E. L. Raworth, C. H. Sands, D. Shanks, J. N. K. Shepherd, A. P. Snelling, E. D. Soar, P. W. Spurr, W. H. Statham, T. F. Steele, A. Storey, F. S. Symondson, M.C., G. N. Trace, F. C. Troup, A. R. Turpin, D. L. Walker, G. V. Wheatley, B. S. Wilcox, D.F.C., G. T. Williams, E. B. Wilson, P. Wilson, M.C., R. S. Wimpenny, O. E. Worsley; June 5.

Pilot Officers.—P. Alden, S. B. Atkinson, C. H. E. Coles, F. A. Douglas, K. D. Foster, A. Glen, V. W. Helps, H. W. Lester, A. J. R. Murray, A. H. Partner, H. R. McL. Reid, G. F. Taylor, W. V. Thomas, L. W. Thres, A. F. Wallace, E. A. D. Watmough, E. H. B. Weatherall, J. F. L. Wood; June 5.

Flying Officers.—C. O. Meeke, J. H. Page, F. F. Wessel; June 6.

Flight Lieuts.—R. E. Darnton, M. S. Marsden; June 7.

Flight Lieuts.—T. A. Gladstone, A.F.C., J. L. Mayer, D.F.C.; June 8.

Flying Officers.—R. D. C. Blake, D.F.C., L. Butler, W. F. Davenport, D. S. Glover; June 8.

Flying Offr. E. E. Stammers; June 9.

Flight Lieut. G. H. Walker; June 14.

Hon. Sec. Lt. F. Hillyard relinquishes his hon. commn.; May 31.

London Gazette, June 28

Permanent Commissions

Group Capt. H. C. T. Dowding, C.M.G., is granted a permanent commn. retaining his present substantive rank and seny.; Aug. 1, 1919. Flight Lieut. W. A. Hancock is placed on the retired list; June 27. Flight Lieut. W. R. MacKenzie, D.S.C., is placed on half-pay, Scale B, from Feb. 9 to March 2, inclusive (substituted for the Gazette Feb. 18). Flying Offr. R. H. W. Empson is placed on half-pay, Scale A, from Aug. 1, 1919, to Sept. 28, 1919, inclusive.

Short Service Commissions

The following are granted short service comms. as Flying Offrs., with effect from, and with sen. of, the dates indicated:—J. L. Wingate; June 15. J. T. Hall; June 16. W. F. Warner; June 20. Flying Offr. J. Talbot relinquishes his commn. on account of ill-health, and is permitted to retain the rank of Lieut.; June 25. Flying Offr. M. S. Hale is dismissed the Service by sentence of a Gen. Court-Martial; June 14.

Technical Branch

Lieut. L. W. Mather (O.) if reclassified to Lieut., Grade A; May 30, 1918.

Dental Branch

The following Flight Lieuts. relinquish their temp. comms. on appointment to comms. in the Army Dental Corps; April 1:—D. Blair, C. L. Colbran.

Nursing Service

Sister M. Kirkham resigns her appointment; July 3.

Memoranda

The following relinquish their temp. comms., with effect from the dates indicated, on ceasing to be temporarily re-empld.:—Flying Offr. H. V. C. Page; June 4.

Flight Lieuts.—A. J. Michell-Clarke, N. MacMillan, M.C., A.F.C., E. R. H. Pollak, D. A. A. Shepperson; June 5.

Flying Offrs.—S. B. Collett, N. S. Dewey, M.C., M. H. Findlay, D.S.C., D.F.C., C. T. Travers, E. A. B. Urnston, H. W. Whale; June 5. H. G. Wilson; June 9.

London Gazette, July 1

Promotions

The follg. offrs. are promoted to the ranks stated, with effect from June 30:—Wing-Comdr. H.R.H. the Duke of York, K.G., G.C.V.O., to be Group Capt.

General List

Wing Comdr. to be Group Capt.—C. S. Burnett, C.B.E., D.S.O.

Sqdn. Ldrs. to be Wing Comdrs.—J. E. A. Baldwin, D.S.O., O.B.E., F. E. T. Hewlett, D.S.O., O.B.E.

Flight Lieuts. to be Sqdn. Ldrs.—C. S. Wynne-Eyton, D.S.O., R. S. Maxwell, M.C., D.F.C., N. C. Spratt, C. C. Durston, A. L. Gregory, M.B.E., M.C., R. M. Bayley, D.F.C.

Flying and Obs. Offrs. to be Flight Lieuts.—H. H. Balfour, M.C., R. C. Savery, D.F.C., R. S. Sorley, D.S.C., E. B. C. Betts, D.S.C., D.F.C., F. L. Luxmoore, W. A. K. Dalzell, W. W. Wakefield, G. E. Ranson, R. W. G. West, P. W. S. Bulman, M.C., A.F.C., C. Pilkington, A.F.C., D. A. Stewart, M.C., D.F.C., W. J. Standish, G. M. Moore, M.C., W. A. Harvey, C. E. V. Porter, W. R. Cox, M.C., A.F.C., G. B. W. Lockyer, F. A. Norton, F. W. Clarke, O. R. Gayford, D.F.C., J. H. Jennings, G. Bowen, W. F. Floyd, G. H. N. Nunn, C. Attrill, M.B.E., G. M. Lawson, M.C.

Stores Branch

Sqdn. Ldr. to be Wing Comdr.—T. O. Lyons, O.B.E.

Flight Lieuts. to be Sqdn. Ldrs.—D. McBirney, W. Millett, T. G. Gordon, M.B.E. Flying Offrs. to be Flight Lieuts.—P. A. Simmons, W. Sutherland, M.B.E., F. R. Wilkins, F. J. Cooke, W. R. P. Allen, T. E. Drowley, W. L. Shaw, M.B.E., K. A. Smith, A. Garrity, A. Holmes, F. Whittaker, J. W. Gage, E. Meynell, D.C.M., A. Jukes, M.B.E., A. T. Cooper.

Medical Branch

Flight Lieuts. to be Sqdn. Ldrs.—D'Arcy Power, M.C., J. Rothwell, M.B., K. Biggs, M.C., D.P.H., A. J. O. Wigmore, M.B.

Flight Lieuts. to be Hon. Sqdn. Ldrs.—A. E. F. F. Huntsman, G. D. Kerr.

Permanent Commissions

Flying Offr. G. H. Russell, D.F.C., is placed on half pay, Scale B, from June 1 to 21, inclusive.

Chaplains' Branch

The Rev. R. E. V. Hanson, O.B.E., M.A., is granted the relative rank of Group Capt. for purposes of precedence, administration and discipline; July 1.

Memoranda

One Overseas Cadet is granted a temp. commn. as Sec. Lieut.; Feb. 15, 1919.

Four Cadets are granted hon. comms. as Sec. Lieuts. with effect from the dates of their demobilization. Hon. Sec. Lieut. L. L. Thomas relinquishes his hon. commn.; Nov. 1, 1920. Sec. Lieut. J. H. Clay relinquishes his temp. commn., and is permitted to retain his rank; April 28, 1919. The following Hon. Sec. Lieuts. relinquish their hon. comms. on appt. to T.F.:—W. Dawson, J. E. Bessell.

London Gazette, July 5

Permanent Commissions

Sqdn. Ldr. H. L. Reilly, D.S.O., is granted a permanent commn., retaining his present substantive rank and seny.; May 1, 1920. Gazette Aug. 1, 1919, appointing Capt. H. L. Reilly, D.S.O., to a permanent commn., is cancelled. Flt.-Lieut. R. Addenbrooke-Prout, O.B.E., M.C., is placed on h.p., Scale A, from Aug. 1, 1919, to Sept. 25, 1919, inclusive.

Short Service Commissions

The follg. are granted short service comms. as Flying Offrs., with effect from, and with seny. of, dates indicated:—P. D. Baker; June 21. R. S. Carroll, A.F.C.; June 27. J. C. Fitzmaurice; June 23. C. E. Kelly; June 24. L. W. Thres, D.F.C.; June 24 (from Pilot Offr.). G. V. Wheatley; June 23.

The follg. resign their comms. and are permitted to retain rank of Lieut.:—Flying Offr. W. E. Gandell, M.M.; June 26. Flying Offr. A. J. Gogarty; July 6.

Flying Branch

The follg. Sec. Lieuts. (unempld. list) relinquish their temp. comms. on appt. to T.F.:—D. E. Williams, C. D. Metcalfe. Lieut. D. B. Robertson is removed from unempld. list and deprived of rank of Lieut. on conviction by Civil Power; April 6.

Memoranda

Capt. R. W. Strugnell, late R.E., is granted a temp. commn. as a Pilot Offr., without pay and allces. as such while in receipt of civilian pay, for duty in the Electrical Services Works Company under Directorate of Works and Buildings; Feb. 21.

The follg. are re-transfd. to unempld. list on cessation of temp. duty, with effect from dates indicated:—

Flight Lieuts.—I. M. Matheson; June 12. R. S. P. Boby; June 17. L. de G. Sieveking; June 19.

Flying Offrs.—D. A. Hansard; June 10. R. Hunt; June 13. C. F. P. Haslegrave; June 17. H. W. Hollands; June 22.

Gazette May 14, 1920, relating to 1943 Canadian Cdt. L. M. Andrews is cancelled. The rank of Flying Offr. J. L. Mayer, D.F.C., is as now described, and not as Gazette June 24.

